

# GRAIN DEALERS JOURNAL

## What Gowanus Bay means to You—

Whether you are a builder, grain elevator superintendent or the grain man who pays for the finished job, take a lesson from Gowanus Bay. Men whose life's work is the study of grain elevator design, construction and operation, after careful study specified Morse Drives.

Morse Silent Chain Drives are designed with the Morse rocker joint, and Morse engineers know the problems of grain elevator operation.

Write for booklet descriptive of Morse Drives for grain elevators.

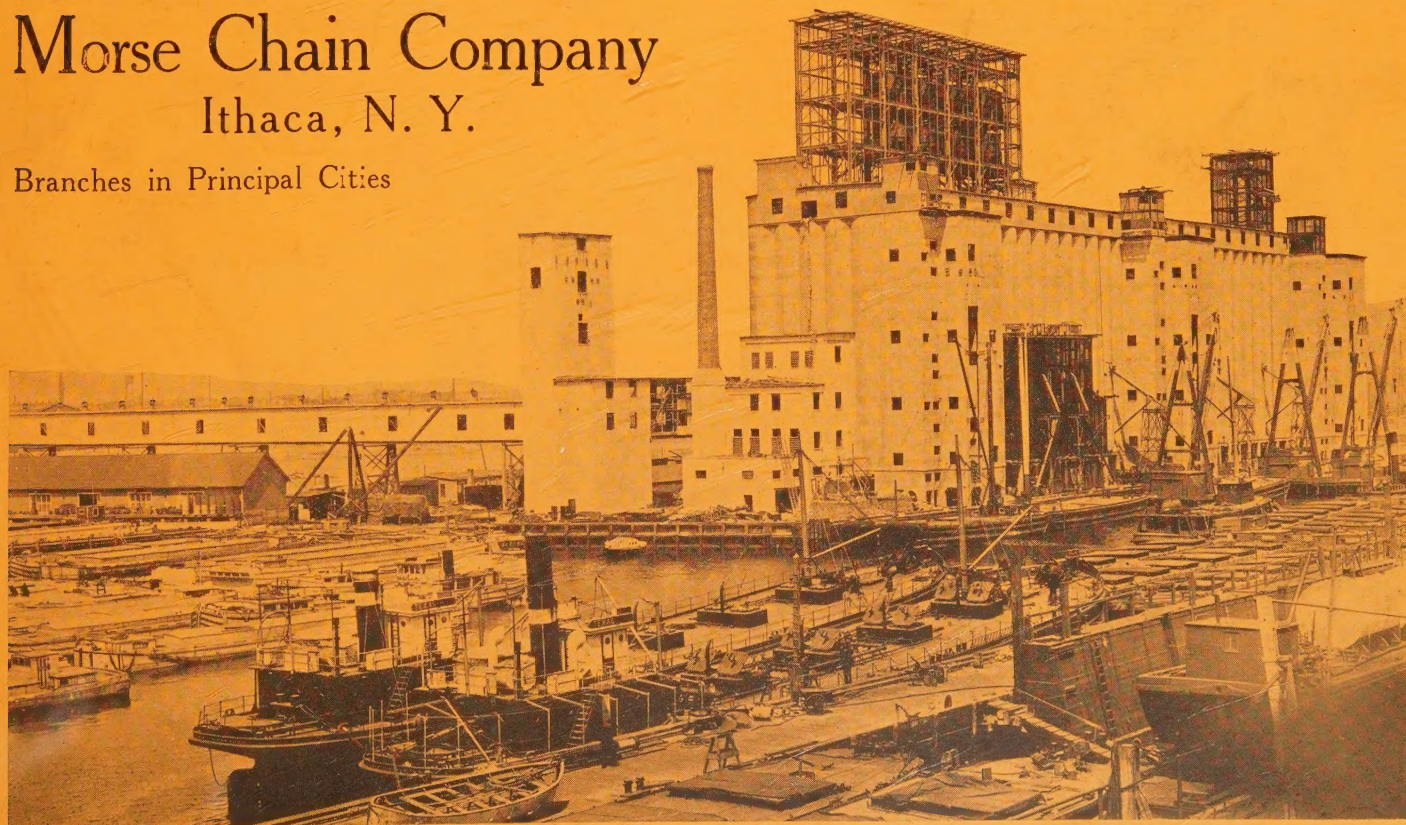
*You can profit by the lesson of Gowanus Bay.*

## Morse Chain Company

Ithaca, N. Y.

Branches in Principal Cities

*For Efficiency sake make sure your builder has specified Morse Drives.*



Gowanus Bay Elevator Equipped Throughout with Morse Chain Drives.



The GRAIN DEALERS JOURNAL.

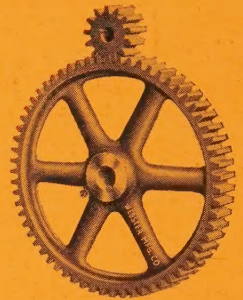
# Webster Equipment *for* Grain Elevators



Salem Elevator Buckets



Grain Scoops



Spur Gear



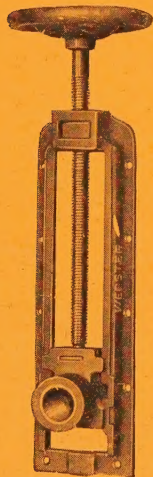
Sprocket Wheels

## WEBSTER ACCESSORIES FOR GRAIN ELEVATORS

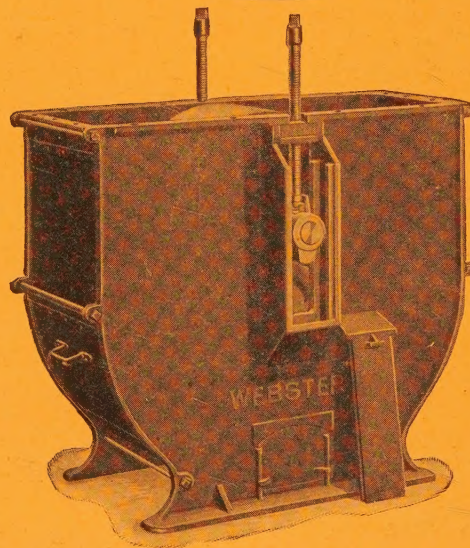
The Webster line of accessories for Grain Handling Plants is complete. Every part is designed and built to the same high standard characteristic of Webster Equipment.



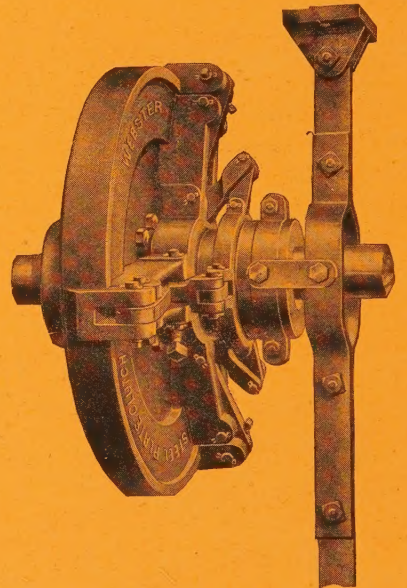
Detachable Chain



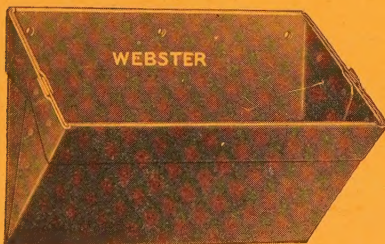
Take Ups



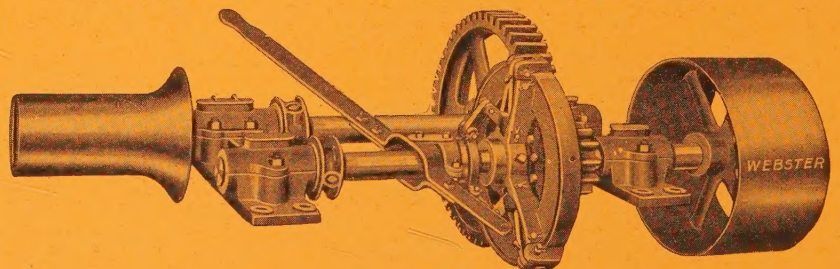
Elevator Boots



Friction Clutches



Minneapolis "V" Elevator Buckets



Car Pullers

# THE WEBSTER MFG. COMPANY

4500-4560 CORTLAND ST., CHICAGO

Factories-Tiffin, O. and Chicago - Sales Offices in Principal Cities



## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

*HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.*

### AMARILLO, TEXAS.

Early Grain & Elevtr. Co., wholesale grain.\*  
Stone & Co., Lester, wholesale grain.\*

### ATCHISON, KANS.

Moore-Lawless Grain Co., consgts., futures, pvt. wires.\*

### ATLANTA, GA.

Commercial Exchange Members.

Hayn & Sims, successors to  
Gregg & Son, J., wholesale brokers, grain, hay.\*

### BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., grain receivers, exporters.\*  
Dennis & Co., grain merchants.  
England & Co., Inc., Chas., grain, hay.\*  
Fahey & Co., John T., grain receivers and exporters.\*  
Gill & Fisher, receivers and shippers.\*  
Hammond, Snyder & Co., Inc., receivers, exporters.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Jones & Co., H. C., receivers, shippers, exporters.\*  
Lederer Bros., grain receivers.\*  
Robinson & Jackson, grain commission merchants.\*  
Steen & Bro., E., grain receivers and exporters.\*

### BEAVER, OKLA.

Horne Grain Co., Texas wheat, barley, milo.

### BOSTON, MASS.

Chamber of Commerce Members.

Benzaquin, Matthew D., grain brokerage commission.\*

### BUFFALO, N. Y.

Corn Exchange Members.

Anchor Grain Co., Inc., grain and feed.  
Armour Grain Co., grain merchants.\*  
Burns Bros. Grain Corp., grain commission.\*  
Davis, Inc., A. C., grain.\*  
Harold, A. W., grain, barley a specialty.  
McConnell Grain Corporation, commission merchants.\*  
McKilien, Inc., J. G., receivers and shippers.\*  
Pratt & Co., receivers, shippers of grain.\*  
Ratcliffe, S. M., commission merchant.\*  
Seymour-Wood Grain Co., consignments.\*  
Sunset Grain & Feed Co., grain & feed.\*  
Townsend Ward Co., The, consignments.\*

### CAIRO, ILL.

Board of Trade Members.

Cairo Grain Commission Co., consignments.\*  
Halliday Elevator Co., grain dealers.\*  
Lynch Grain Co., grain dealers.\*  
Thistlewood & Co., grain and hay.\*

### CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., corn and oats.\*  
Gifford Grain Co., grain and grain products.\*  
King Wilder Grain Co., grain shippers.\*  
Murrel Grain Co., Ray, recvrs. and shprs.\*

### CHATTANOOGA, TENN.

Chattanooga Feed Co., mfrs. feed; shprs. gr., hay, feed.

### CHICAGO, ILL.

Board of Trade Members.

Anderson & Co., W. P., grain commission merchants.\*  
Armour Grain Co., grain buyers.\*  
Bailey & Co., E. W., grain commission merchants.\*  
Bartlett-Frazier Co., grain merchants.\*  
Brennan & Co., John E., grain commission merchants.\*  
Carhart Code Harwood Co., grain commission.\*  
Dole & Co., J. H., grain and seeds.\*  
Freeman & Co., Henry H., grain, hay, straw.  
Gerstenberg & Co., commission merchants.\*  
Harris, Winthrop & Co., grain commission.\*  
Hitch & Carder, commission merchants.\*  
Holt & Co., Lowell, commission, grain and seeds.  
Lamson Bros. & Co., consignments solicited.\*

\*Member Grain Dealers National Association.

### CHICAGO, ILL., (Continued).

Leland & Co., E. F., grain and seeds.\*  
McKenna & Dickey, commission merchants.\*  
Mumford & Co., W. R., grain, hay, millstuffs.\*  
Norris Grain Co., grain merchants.\*  
Pope & Eckhardt Co., grain and seeds.\*  
ReQua Bros., wheat a specialty.  
Rosenbaum Brothers, grain merchants.\*  
Rosenbaum Grain Co., J., commission merchants.\*  
Rumsey & Co., grain commission.\*  
Sawers Grain Co., consignments.\*  
Schiffin & Co., P. H., commission.\*  
Shaffer Grain Co., J. C., grain merchants.\*  
Somers, Jones & Co., grain and field seeds.\*  
Uplike Grain Co., consignments.\*

### CINCINNATI, O.

Grain & Hay Exchange Members.

Early & Daniel Co., grain, hay, feed.\*  
Gale Grain Co., The A. C., receivers & shippers.\*

### CLEVELAND, O.

Grain & Hay Exchange Members.

Bailey, E. I., grain and millfeed.\*  
Cleveland Grain & Milling Co., The, recvrs. & shprs.\*  
Gates Elevator Co., The, receivers and shippers.\*  
Sheets Elevator Co., The, grain, hay, straw.\*  
Shepard, Clark & Co., grain merchants.\*  
Strauss & Co., H. M., receivers, shippers hay & grain.\*

### CLOVIS, N. MEX.

Western Elevtr. Co., The, recvrs.-shprs., hdqtrs k&dr-milo.

### COLUMBUS, OHIO.

Smith-Sayles Grain Co., The, buyers and shippers.\*

### DAVENPORT, IOWA.

Davenport Elevator Co., receivers and shippers.\*

### DECATUR, ALA.

Lyle-Taylor Grain Co., whlse. grain, hay, feeds.

### DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.\*

### DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain and hay.\*  
Conley-Ross Grain Co., The, grain and beans.\*  
Crescent Flour Mills Co., The, merchant millers.\*  
Denver Elevator, wholesale grain, flour, millfeed.\*  
Gallagher Grain Co., grain merchants.\*  
Kellogg Grain Co., O. M., receivers and shippers.\*  
McCaull-Dunsmore Co., wholesaler and commission.\*  
Moore-Lawless Grain Co., private wires to all markets.\*  
Phelps Grain Co., T. D., wholesale grain.\*  
Rocky Mountain Grain Co., export and domestic grain.\*  
Summit Grain Co., wheat, corn, oats, rye, barley.\*

### DES MOINES, IOWA.

Board of Trade Members.

Des Moines Elevtr. & Gr. Co., oats a specialty.  
Iowa Corn Products Co., receivers and shippers.\*  
Marshall Hall Grain Co., grain commission.\*  
Taylor & Patton Co., corn and oats.\*

### DETROIT, MICH.

Board of Trade Members.

Dumont, Roberts & Co., receivers, shippers.\*  
Huston, C. R., grain and hay.\*  
Lichterberg & Son, oats, corn, hay, straw.\*  
Simmons & Co., F. J., grain and hay.\*  
Swift Grain Co., consign or ask for bid.\*

### FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., merchants—commission, consignments.\*  
Transit Grain & Com. Co., consignments, brokerage.\*

### GREAT FALLS, MONTANA.

Barkmeyer Grain & Seed Co., grain dealers.\*

### GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

### HAMBURG, IOWA.

Sullivan & McBride S. & G. Co., red cob fodder corn.

### HASTINGS, NEBR.

Koehler-Twidale Elevator Co., grain dealers.\*

### HATTIESBURG, MISS.

Merchants Grocery Co., whlse. grocers, grain, fd., dr.

### HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.\*  
Rothschild Co., S., grain, c/s products, rice b/p.\*

### HUTCHINSON, KANS.

Board of Trade Members.

Central Grain & Laboratories Co., The buyers for mills.

### INDIANAPOLIS, IND.

Board of Trade Members.

Anderson & Mercer, grain commission & consignments.\*  
Boyd Grain Co., Bert A., strictly brokerage & com.\*  
Cleveland Grain & Milling Co., grain commission.\*  
Hill Grain Co., The Lew, grain merchants.\*  
Steinhart Grain Co., commission and brokerage.\*  
Witt, Frank A., grain commission and brokerage.\*

### JACKSON, MICH.

Bartlett & Co., J. E., salvage grain buyers & sellers.  
Wagner-White Co., track buyers-sellers, grain-feed.

### JACKSON, MISS.

Royal Feed & Mfg. Co., mixed feed mfrs.

### KANSAS CITY, MO.

Board of Trade Members.

Christopher & Co., B. C., kafir, feterita, milo.\*  
Croysdale Grain Co., commission merchants.\*  
Davis Grain Co., A. C., grain commission.\*  
Denton Kuhn Grain Co., consignments.\*  
Ernst Davis Grain Co., commissions.\*  
Federal Grain Co., receivers, shippers.\*  
Frisco Elevators Co., grain merchants.\*  
Goffe & Carkner, grain commission.\*  
Hall-Baker Grain Co., consignments.\*  
Lichtig & Co., H., kafir, milo, screenings.\*  
Logan Bros. Grain Co., receivers and shippers.\*  
McCoy-Thomas Grain Co., consignments-futures.\*  
Miller Grain Co., S. H., consignments.\*  
Moore-Lawless Grain Co., grain receivers.\*  
Moore-Seaver Grain Co., grain receivers.\*  
Norris Grain Co., grain merchants and exporters.\*  
Roehen Grain Co., E. E., consignments.\*  
Root Grain Co., consignments and futures.\*  
Scouler Bishop Grain Co., receivers and shippers.\*  
Shannon Grain Co., consignments.\*  
Simonds, Shields, Lonsdale Grain Co., grain.\*  
Smith-Weekes Bkg. Co., grain broker.\*  
Thresher Grain Co., R. J., grain commission.\*  
Wilser Grain Co., consignments.\*

### LAWTON, OKLA.

Western Grain Co., hay, grain, seeds, mill pdts.

### LIBERAL, KANS.

Vickers Grain & Seed Co., grain and field seeds.

### LINCOLN, NEBR.

Grain Exchange Members.

Lincoln Grain Co., grain merchants.\*

### LITTLE ROCK, ARK.

Grain Exchange Members.

Caple & Stockton, hay, grain, feed.  
Farmer Co., E. L., brokers, grain & mill feed.  
Gordy Co., C. L., grain brok., hay, grain, mill feed.\*

(Continued on next page.)



# Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

## LOUISVILLE, KY.

### Board of Trade Members.

Bingham-Hewett Gr. Co., receivers-shippers of grain.\*  
Callahan & Sons, receivers and shippers of grain.\*  
Kentucky Public Elevator Co., stores and shippers.\*  
Verhooff & Co., H., receivers and shippers.\*  
Zorn & Co., S., receivers and shippers.\*

## LYNCHBURG, VA.

Moon-Taylor Co. grain and hay brokers.

## M'KINNEY, TEXAS.

Reinhart & Company, wheat, corn, oats, maize.\*

## MEMPHIS, TENN.

### Merchants Exchange Members.

Davis & Andrews Co., grain, mixed feed.\*

## MILWAUKEE, WIS.

### Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.\*  
Bell Co., W. M., commission merchants.\*  
Blanchard Grain Co., "Always Dependable."\*  
Bush Grain Co., grain merchants.  
Cargill Grain Co., grain and seeds.  
Donahue-Stratton Co., dls. grain and feed.\*  
Flanley Grain Co., consignments solicited.  
Franke Grain Co., feeds, grain, hay.  
Fraser-Smith Co., commission merchants.  
Frocdtert Gr. & Malting Co., grain commission.  
Kamm Co., P. C., grain shippers.\*  
Lamson Bros. & Co., grain commission.  
Milwaukee Grain Commission Co., grain commission.\*  
Rang & Co., Henry, commission merchants.  
Runkel & Dadmun, grain commission merchants.\*  
Taylor & Bournique Co., grain merchants.\*  
Updike Grain Co., consignments solicited.\*

## MERIDIAN, MISS.

### Board of Trade Members.

Lyon & Co., A. J. whlse. gro., grain, feed.  
Threefoot Bros. & Co., whlse. grain, feed, flr., gro.\*

## MIDDLEPOINT, OHIO.

Pollock Grain Co., grain, hay, straw, ear corn.

## MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.\*

## MINNEAPOLIS, MINN.

### Chamber of Commerce Members.

Cargill Commission Co., grain commission.\*  
Cereal Grading Co., grain merchants.\*  
Hankinson & Co., H. L., grain commission.\*  
Malmquist & Co., C. A., receivers & shippers.\*  
Marfield Grain Co., grain commission.\*  
McNeill Dismore Co., consignments solicited.\*  
Seldi, Frank J., all grains and feeds.\*  
Sheffield Elevator Co., shippers of grain.\*  
Sterling Grain Co., receivers and shippers, all grains.\*  
Van Dusen-Harrington Co., grain merchants.\*

## NASHVILLE, TENN.

### Grain Exchange Members.

Allfeed Milling Co., feed manufacturers.  
Tyner & Co., John A., receivers and shippers.\*

## NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, potatoes.

## NEW ORLEANS, LA.

### Board of Trade Members.

Anderson & Jackson, Inc., exporters of grain.\*  
Fox Co., C. B., exporters.\*  
Nathan, Edw., succr. to Nathan & Fettis, fwdg. agt.\*

## NEW YORK CITY.

### Produce Exchange Members.

Jones & Co., M. B., buyers—quote us.\*  
Knight & Company, commission merchants.\*  
Muller & Co., Inc., W. H., recvrs., buyers, exporters.\*  
Therrien, A. F., broker.

## NORFOLK, VA.

Moon-Taylor Co., grain and hay brokers.

## OKLAHOMA CITY, OKLA.

### Grain Exchange Members.

Oberokee Grain Co., grain merchants.\*  
Lang Grain Co., J. H., prompt and efficient service.\*

## OKLAHOMA CITY, OKLA., (Continued).

Marshall Grain Co., grain, feed, seeds.\*  
Moore, George L., grain merchant.  
Okla. City M. & E. Co., grain merchants, millers.\*  
Perkins Grain Co., W. L., brokers.\*  
Scannell-Winters Grain Co., grain and feed.\*  
Stinnett Grain Co., grain merchants.\*  
Stowers Grain Co., W. E., commission merchants.\*  
Vandenburgh, Jesse, milling wheat.\*  
Vandever Grain Co., wholesale grain.  
White Grain Co.\*

## OMAHA, NEBR.

### Grain Exchange Members.

Butler Welsh Grain Co., grain merchants.\*  
Crowell Elevator Co., receivers, shippers.\*  
Maney Grain Co., The, consignments.\*  
Roberts Grain Co., Geo. A., grain merchants.\*  
Stockham Grain Co., E., commission merchants.\*  
Trans-Mississippi Grain Co., receivers and shippers.\*  
United Grain Co., grain commission.  
Updike Grain Co., consignments.\*

## OTTAWA, KANS.

Ross Milling Co., The, millers, hard wheat flour.

## PAMPA, TEXAS.

McMurtry Grain Co., L. C., wheat, kafir, milo.\*

## PEORIA, ILL.

### Board of Trade Members.

Bartlett Co., S. C., grain commission.  
Bowen Grain Co., H. D., receivers & shippers.  
Cole Grain Co., Geo. W., receivers and shippers.\*  
Dewey & Sons, W. W., grain commission.\*  
Feltman Grain Co., C. H., grain commission.\*  
Harrison, Ward & Co., receivers & shippers.\*  
Luke Grain Co., grain commission.\*  
Miles, P. B. & O. C., grain commission.\*  
Turner Hudnut Co., receivers and shippers.\*  
Tyng Grain Company, receivers and shippers.\*

## PHILADELPHIA, PA.

### Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.\*  
Dunwoody Co., Ezl., flour, grain, feed.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Richardson, Geo. M., grain and feeds.\*  
Rogers & Co., E. L., hay, straw, grain, feed.\*  
Stites, A. Judson, grain and millfeed.\*

## PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

## PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain, hay and feed.\*

## RICHMOND, VA.

### Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.

## ROCHESTER, N. Y.

Dailey Bros., Inc., receivers and shippers.\*

## SAGINAW, MICH.

Saginaw Milling Co., flour, feed, hay, grain.\*

## SALINA, KANS.

### Board of Trade Members.

Bossemeyer Grain Co., The Paul, grain merchants.\*  
Freeman-Faith Grain Co., receivers and shippers.\*  
Hayes Grain Co., Always in the market.  
Richter Grain Co., wheat, coarse grains & millfeed.\*  
Rickel, E. L., grain receiver and shipper.  
Service Grain Co., grain, feed, grain products.\*  
Weber Flour Mills Corp., millers, exporters, grain dls.\*

## SALT LAKE CITY, UTAH.

Utah-Idaho Bkg. Co., whlse. grain, hay, flour, feed.\*

## ST. JOSEPH, MO.

### Grain Exchange Members.

Button-Simmons Grain Co., grain commission.\*  
Gordon Grain Co., grain commission.\*  
Marshall Hall Grain Co., consignments solicited.\*  
Washer Grain Co., W. S., consignments.\*  
Yancey Grain Co., commission merchants.\*

## SAN ANTONIO, TEXAS

King, Douglas W., wheat, corn-brok., Texas R. Oats.\*

## ST. LOUIS, MO.

### Merchants Exchange Members.

Annan Burg G. & M. Co., flour, grain, millfeed.\*  
Dreyer Commission Co., feedstuffs, grain, seeds.\*  
Graham & Martin Grain Co., grain commission.\*  
Marshall Hall Grain Co., grain commissions.\*  
Langenberg Bros. Grain Co., grain commission.\*  
Morton & Co., grain commission.\*  
Nanson Commission Co., grain commission.\*  
Picker & Beardsley Com. Co., grain and grass seed.\*  
Turner Grain Co., grain commission.\*

## SIOUX CITY, IOWA.

### Board of Trade Members.

Button Co., L. C., grain commission.\*  
McCaull Dinsmore Co., commission.\*  
Terminal Grain Corp., receivers & shippers.\*  
Western Terminal Elevator Co., receivers and shippers.\*

## SIOUX FALLS, S. D.

Burke Grain Co., grain merchants.

## SUPERIOR, NEBR.

Bossemeyer Bros. Terminal Elevator.\*  
Elliott & Myers, grain merchants.\*  
Superior Terminal Elvtr. Co., grain, corn products.

## TOLEDO, OHIO.

### Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.\*  
King & Co., C. A., grain and seeds.\*  
Southworth & Co., grain and seeds.\*  
Wickenhisser & Co., John, grain receivers, shippers.\*  
Young Grain Co., grain.\*

## TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.\*  
Golden Belt Grain & Elvtr. Co., The, recvrs. & shprs.\*  
Topeka Grain Co., wheat, corn, oats, mill & ctn. feed.\*

## TULIA, TEXAS.

Cowan Grain Co., W. C., wheat, oats, maize, kafir.\*

## WASHINGTON, D. C.

Wilkins-Rogers Mlg. Co., Inc., receivers and shippers.\*

## WICHITA, KANS.

### Board of Trade Members.

Baker-Evans Grain Co., milling and export wheat.\*  
Beyer Grain Co., consignments and mill orders.\*  
Blood Grain Co., I. H., consignments, mill orders.\*  
Clark Grain Co., C. M., all kinds grain and feed.\*  
Craig Grain Co., J. W., consignments and mill orders.\*  
Hipple Grain Co., consignments.\*  
Kansas Flour Mills Co., receivers and shippers.\*  
Kramer Grain Co., receivers and shippers.\*  
Linton-Christy Grain Co., strictly brokerage & comm.\*  
Norris Grain Co., exporters.\*  
Raymond Grain Co., consignments.\*  
Simmons-Shields-Lonsdale Gr. Co., exporters.\*  
Smith-McLinden Grain Co., milling and export wheat.\*  
Southern Grain Co., exporters.\*  
Stevens-Scott Grain Co., receivers and shippers.\*  
Strong Trading Co., wholesale grain and feed.\*  
Terminal Elevators, exporters.\*  
Wallingford Bros., receivers and shippers.\*  
Wichita Flour Mills Co., millers and grain merchants.\*  
Wichita Grain Co., receivers and shippers.\*  
Wichita Terminal Elev. Co., general elevator business.\*

## WICHITA FALLS, TEXAS.

Mytinger Grain Co., J. C., grain, feed, seeds.\*

## WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. and seeds.\*



# BUFFALO

is, geographically and from a railroad point of view, the natural destination of shipments of grain from Ohio, Indiana and Eastern Illinois.

All Western Roads converge here, either directly, or through their connections.

All Eastern Roads are available, through Eastern trunk lines and connections.

Its weighing and inspection departments are unexcelled for promptness and efficiency.

Its elevator facilities are vastly superior to those of any market east of Chicago.

All things considered, its charges of all kinds are as low as the lowest, and as good as the best.

Write to any of the firms whose names appear below, for any information you may require.

**A. W. Harold**

Grain—Barley a Specialty

**Anchor Grain Co., Inc.**

Grain and Feed

**J. G. McKillen, Inc.**

Receivers and Shippers

**Armour Grain Co.**

Grain Merchants

**McConnell Grain Corporation**

Commission Merchants

**A. C. Davis, Inc.**

Grain Commission

**The Townsend-Ward Co.**

Grain Merchandising and Consignments

**Seymour-Wood Grain Co.**

Consignments

**Pratt & Co.**

Receivers and Shippers

**Sunset Feed & Grain Co., Inc.**

Receivers and Shippers

**S. M. Ratcliffe**

Commission Merchants

**Burns Bros. Grain Corp.**

Grain Commission

Merchants Exchange  
Members

**ST. LOUIS**

Merchants Exchange  
Members

**PICKER & BEARDSLEY COM. CO.**

"THE CONSIGNMENT HOUSE OF ST. LOUIS"

**GRAIN, HAY, GRASS SEEDS, KAFIR, MILO**

125 MERCHANTS EXCHANGE BLDG.

**ST. LOUIS, MO.**

**Nanson Commission Co. GRAIN, HAY and SEEDS**

202 Merchants Exchange Bldg., ST. LOUIS, MO.

**MARSHALL HALL  
GRAIN CO.**

**ST. LOUIS**

Receivers, Shippers  
and Exporters of

**Grain**

Established 1877

**Langenberg Bros. Grain Co.**

St. Louis

New Orleans

**This space  
is yours**

If you are the first to apply for it.

Renewal is enclosed. While not in the grain business now, I enjoy the Journal; and in taking it so long I have formed the habit.—J. F. Plice, Ft. Wayne, Ind.



Board of Trade  
Members**CHICAGO**Board of Trade  
Members

Special Wire and Salesman Service

**LAMSON BROS. CO.****WHEAT, CORN  
OATS, RYE**

No. 6 Board of Trade, Chicago, Ill.

CONSIGNMENTS  
SOLICITEDWE PLACE  
GRAIN TO ARRIVEChicago Grain & Salvage Co.  
DEALERS IN**SALVAGE GRAIN**GRAIN, FEEDS, Etc.  
WRITE OR WIRE

930 Postal Telegraph Bldg. CHICAGO

**Henry H. Freeman & Co.**

COMMISSION MERCHANTS

**GRAIN HAY STRAW**

66 BOARD OF TRADE, CHICAGO

**GERSTENBERG & CO.**

COMMISSION MERCHANTS

**GRAIN and SEEDS**

Barley a Specialty

Personal attention given  
Sample Orders

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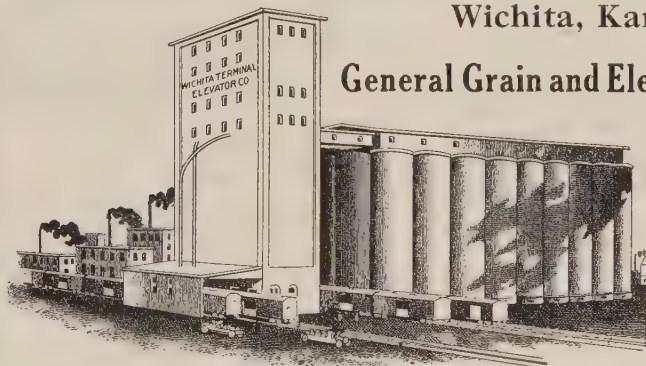
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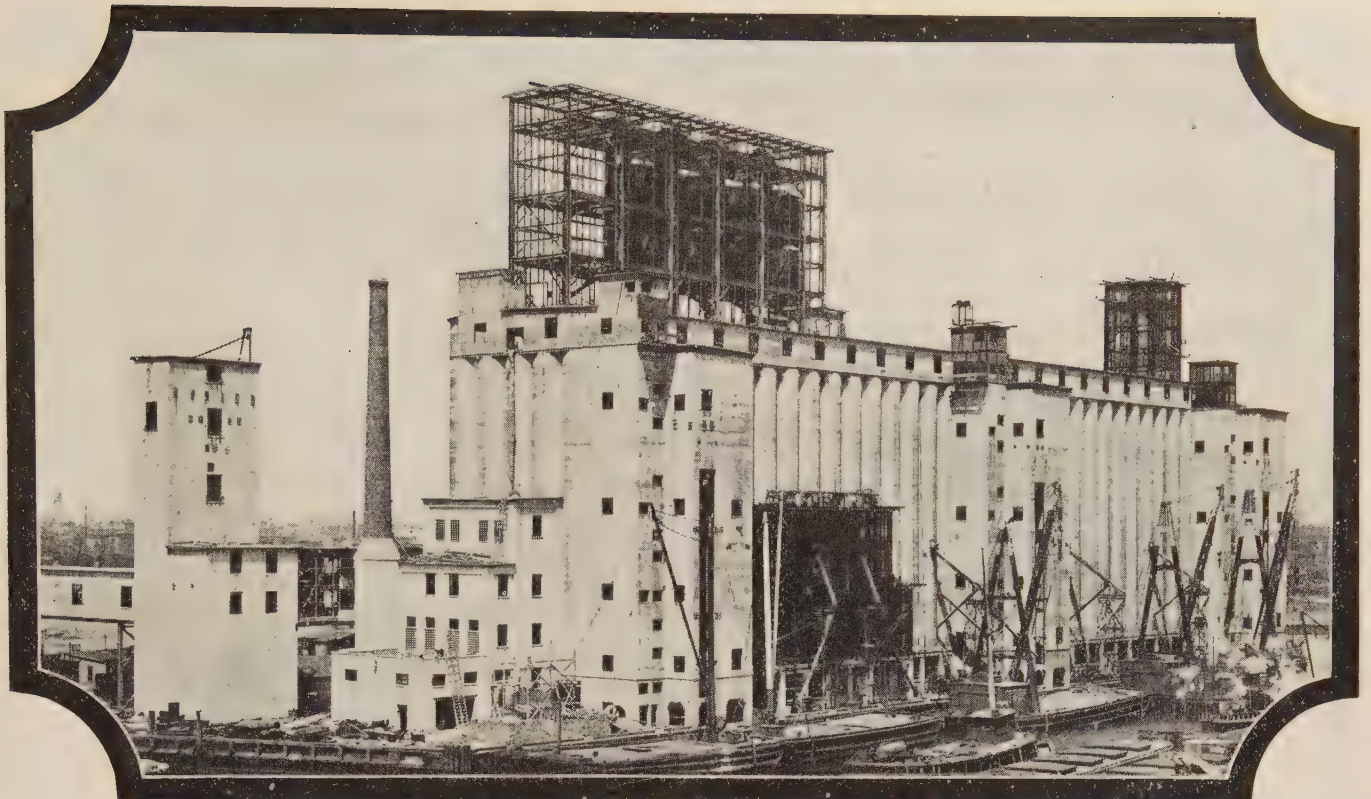
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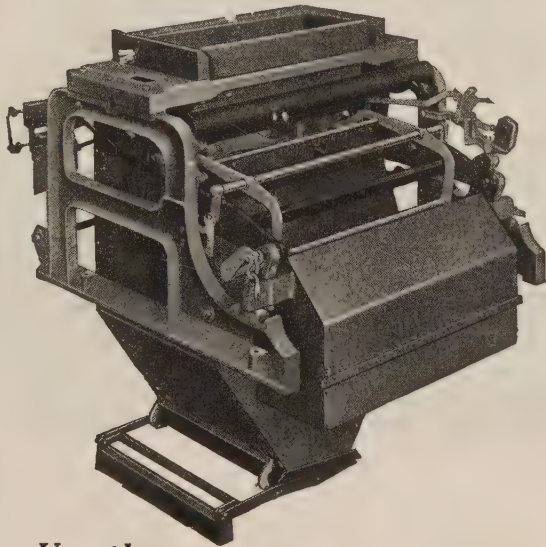
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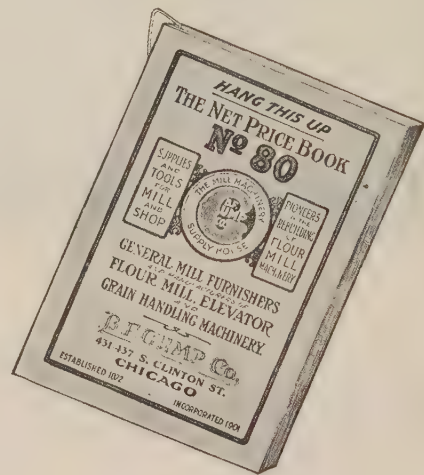
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*Everything for Every Mill and Elevator*



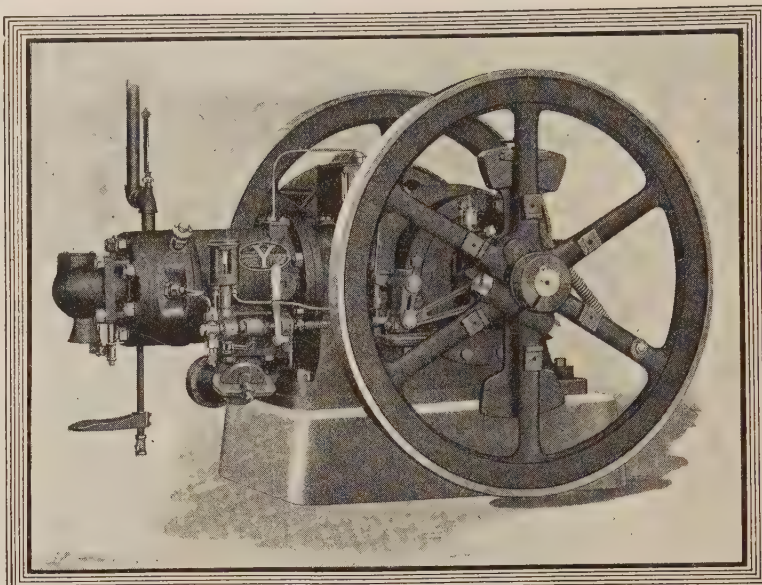


# FAIRBANKS-MORSE "Y" OIL ENGINES

*Use Low Priced  
Fuel Oils for Power!*

You want a power plant that has proven itself in your field. "Y" oil engines, 10 H. P. to 300 H. P. are furnishing constant, economical power to grain elevators in all parts of the country. It means saving in operating costs—satisfaction in knowing that you have all the power you need at any time.

"Y" oil engines use low priced fuel oils—start easily—run continuously with little attention—a highly skilled engineer is not required.



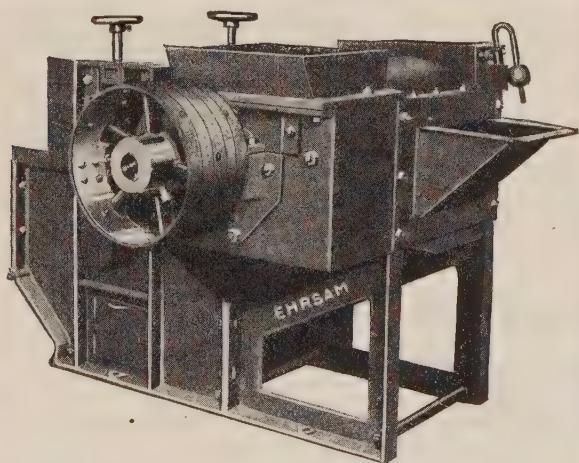
*"Y" Oil Engines from 10 H. P. to 300 H. P.  
economically use low priced fuel oils.*

## Fairbanks, Morse & Co.

MANUFACTURERS CHICAGO



Oil Engines - Pumps - Electric Motors and Generators - Fairbanks Scales - Railway Appliances - Farm Power Machinery



### Combination Sheller and Boot

**suitable for shelling snapped  
or husked corn. Corn and cobs  
discharge from sheller to boot.**

*Send for our catalog No. 22 showing Roller  
Feed Mills, Bolters, Corn Drags and our  
general line of mill and elevator supplies.*

**THE J. B. EHRSAM & SONS MFG. CO.**  
Enterprise, Kansas

## WHAT DO YOU NEED?

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

- |                        |                               |
|------------------------|-------------------------------|
| Account Books          | Grain Tables                  |
| Attrition Mill         | Lightning Rods                |
| Bag Closing Machine    | Magnetic Separator            |
| Bags and Burlap        | Manlift                       |
| Bearings { Roller      | Moisture Tester               |
| { Ball                 | Mustard Seed Separator        |
| Beltling               | Oat Bleachers and Purifiers   |
| Bin Thermometer        | Oat Clipper                   |
| Boots                  | Oat Crusher                   |
| Buckets                | Pneumatic Conveying Equipment |
| Car Liners             | Portable Elevator             |
| Car Loader             | { Oil Engine                  |
| Car Mover              | Power { Gas Engine            |
| Car Puller             | { Motors                      |
| Car Seals              | Power Shovel                  |
| Cleaner                | Radio Equipment               |
| Clover Huller          | Railroad Claim Books          |
| Coal Conveyor          | Renewable Fuse                |
| Corn Cracker           | Sample Envelopes              |
| Conveying Machinery    | Scales                        |
| Distributor            | Scale Tickets                 |
| Dockage Tester         | Scarfing Machine              |
| Drain Circulating Pump | Self-Contained Flour Mill     |
| Dump                   | Separator                     |
| Dust Collector         | Sheller                       |
| Dust Protector         | Siding-Roofing { Asbestos     |
| Elevator Brushes       | { Steel                       |
| Elevator Leg           | Silent Chain Drive            |
| Elevator Paint         | Speed Reduction Gears         |
| Feed Mill              | Storage Tanks                 |
| Fire Barrels           | Spouting                      |
| Fire Extinguishers     | Testing Apparatus             |
| Friction Clutch        | Transmission Machinery        |
| Grain Driers           | Transmission Rope             |
|                        | Waterproofing (Cement)        |

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

### Information Buro

Grain Dealers Journal, 309 So. La Salle St., Chicago



## Gowanus Bay Confirms—

THOSE who play a definite part in the making and selling of INVINCIBLE Grain Cleaners could go along forever contending that INVINCIBLES are better—you wouldn't have to believe them. Statements the INVINCIBLE Salesmen make are, perhaps, prejudiced. They believe in the company they represent and in its products. It is but natural they should.

But here's a case where all the statements of our salesmen have been backed up by the knowledge of men who knew something about the merits of Grain Cleaning machinery—the men who selected INVINCIBLES for the Gowanus Elevator. It was their business to know. They had spent time and money investigating. The knowledge gained by these men and

supported by their order for INVINCIBLE Machines is a verification of the general experience of INVINCIBLE users. It at least warrants, on your part, an investigation of INVINCIBLE equipment before you buy. Reliable Elevator builders specify INVINCIBLES—the economy of their operation in later years reflects credit upon the builder who specifies them.

## The Invincible Grain Cleaner Co.

Silver Creek, New York

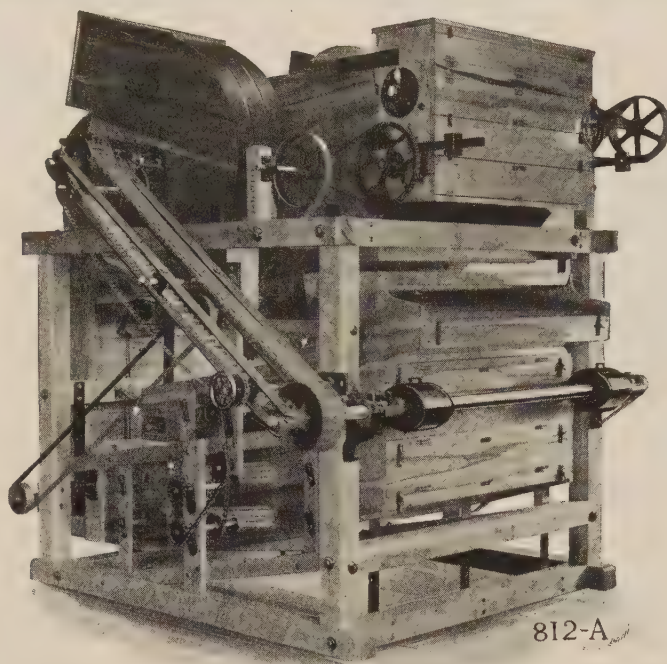
### REPRESENTATIVES:

F. H. Morley, Jr., 727 Webster Bldg.,  
Chicago, Ill.  
C. Wilkinson, 6027 Chestnut St., Phila-  
delphia, Pa.  
Bert Eesley, P. O. Box 363, Fremont, Ohio  
F. J. Murphy, Postal Telegraph Building,  
Kansas City, Mo.

C. L. Hogle, 30 S. Arlington St.; Indianap-  
olis, Ind.  
H. C. Purvine, 111 E. 5th St., Bristol, Tenn.  
Strong-Scott Mfg. Company, Minneapolis,  
Minn.  
Berger & Carter, 17th and Mississippi Sts.,  
San Francisco, Cal.

Grain Cleaners Limited, 75 Mark Lane, London, Eng.





Canadian Plant:  
**HUNTLEY MFG. CO., Ltd.**  
Tillsonburg, Ont.

## To Waste Seed Is To Waste Profits

You surely want your seed properly cleaned without waste in the operation.

The MONITOR Seed Cleaner is the machine that does not waste good stock. Screenings from it are screenings, not good, salable seed.

Before buying, get our latest prices. Write us for details, they will interest you.

## Huntley Mfg. Co.

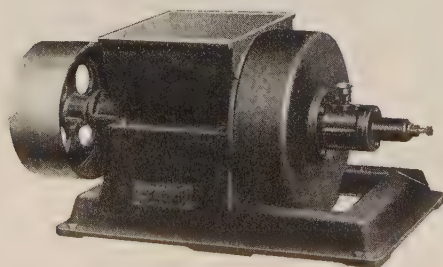
Department B

Silver Creek, N. Y.

(In writing, mention Department B)

## DREADNAUGHT FEED-GRINDING-MACHINERY

### DREADNAUGHT Ear Corn Crusher



An efficient, workmanlike machine which reduces both corn and cob to a small uniform size ready for grinding. Equipped with genuine DREADNAUGHT "Shear-Cut" plates. Parts thoroughly machined, reducing friction and producing thorough grinding. Simple, compact and powerful, a design perfectly adapted to its purpose and a great improvement over former types.

The DREADNAUGHT Crusher is especially adapted to cracking corn, as its closely machined plates and accurate adjustment insure a uniform grade without fine meal. Two sizes, capacity 40 to 100 bushels per hour.

Write for Catalogue D

Feed Grinders  
Ear Corn Crushers

Feed Screens  
Corn Shellers

**BRYANT ENGINEERING CO.**  
PORT HURON, MICH.

## Kewanee <sup>All Steel</sup> Truck Lift

All Steel — Roller Bearing — Lasts Forever  
Price \$335. — *Installation costs on average jobs (exclusive of dump scales) 10 to 15%.*

You can't *get* or *hold* the Farmers business without a good truck lift. They won't waste time dumping their trucks in the old ways. And they won't run a high-priced truck onto a wobbly lift.

The Kewanee is as husky as a steel bridge. It will last as long as your elevator. Quickly and easily it dumps the heaviest loads. Simple to operate. And *it costs (installed) no more, and often less, than any other reliable device.*

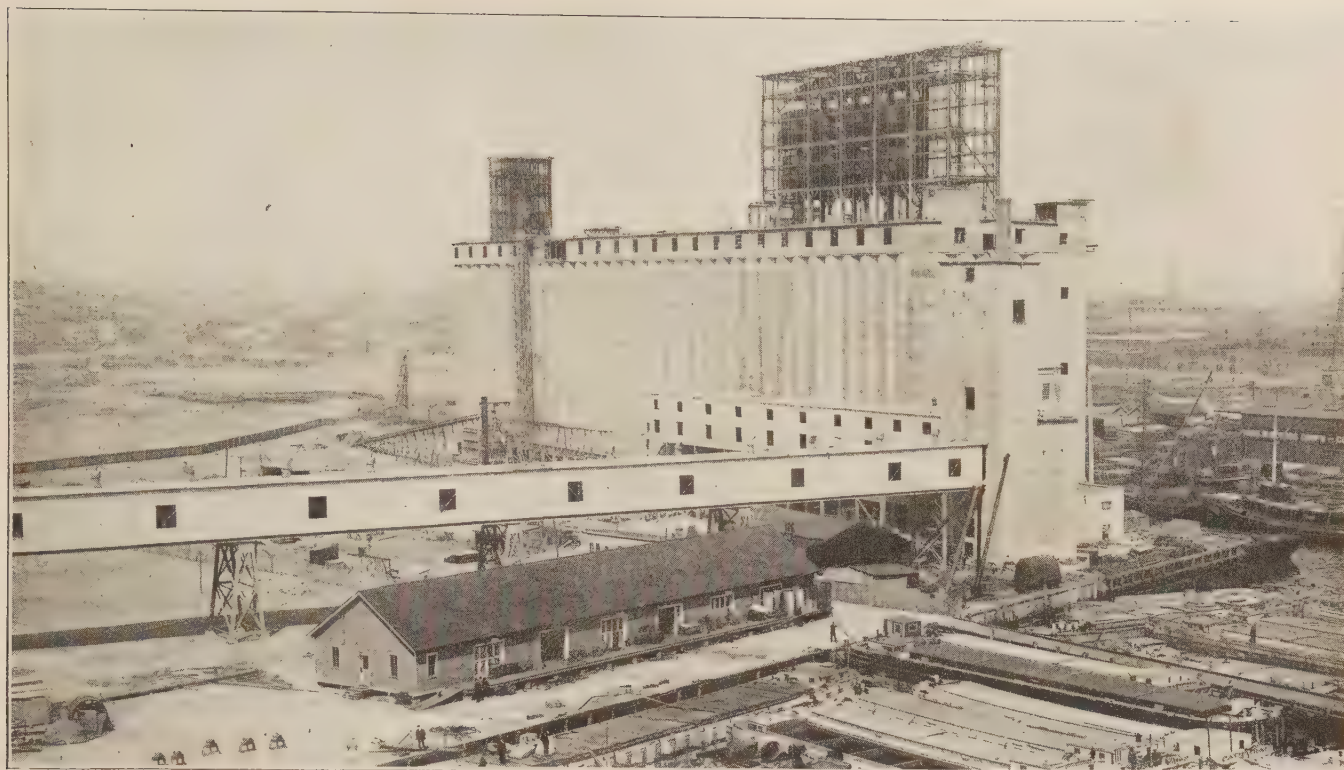
*We also make Kewanee Renewable Bottom Grain Spouts — one of the biggest little money savers ever thought of. Thousands in use.*

## Kewanee Implement Co.

Kewanee, Illinois

*Southwestern Distributors:*  
Fairbanks, Morse & Co., Kansas City, Mo.





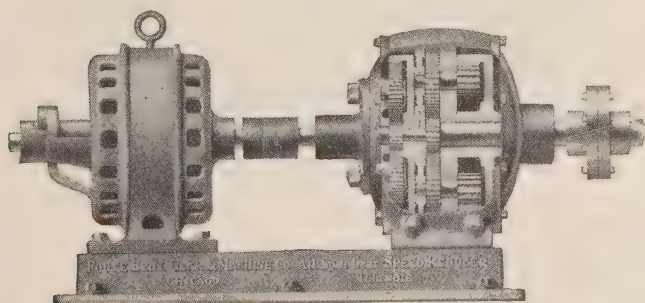
SHOWING FOOTE SPEED REDUCERS RUNNING ELEVATOR LEGS

## Gowanus Bay Elevator Uses FOOTE SPEED REDUCERS

Five prime reasons determined the engineers of the Gowanus Bay Elevator, in their selection of Foote Speed Reducers.

First, Efficiency of service—Second, Economy of installation—Third, Low maintenance and long dependable service—Fourth, Safety from explosion and fire hazard—Fifth, Mechanical construction of the reducers.

Foote Speed Reducers deliver more motor power than other types of reduction driers. Because high speed motors are used instead of low speed motors, a considerable saving is made in motor cost. The reducers are direct connected between motor and elevator leg drive, thereby simplifying the installation with a resultant reduction in construction cost.



Made in ratios of 5 to 1 up to 500 to 1 for motors of any horsepower

All mechanism in the reducers is entirely enclosed and runs in oil, giving utmost efficiency and freedom from danger and explosion and fire. The design of Foote Speed Reducers is the last word in engineering. Foote Speed Reducers are the ideal drive for elevator legs, belt and screw conveyors and other grain elevator equipment.

*Consult Foote Engineers.*

Let us tell you about some of the many different applications for Foote Speed Reducers. Our Engineering Dept. is at your service without obligation. **WRITE US TODAY.**

## FOOTE BROS. GEAR AND MACHINE COMPANY

MFRS. OF RAWHIDE AND BAKELITE PINIONS AND CUT GEARS OF ALL KINDS  
252-262 North Curtis Street Chicago, U. S. A.

SPECIAL MACHINERY MADE TO ORDER.

SUBMIT YOUR BLUEPRINTS.



## Read This Letter

### *It Tells Why Your Elevator Needs the Carter Disc Separator*

Gentlemen:-

St. Paul, Minn.

We take great pleasure in recommending the Carter-Mayhew Disc Separator which we had installed some time ago and are pleased to state that since its installation we have been able to accomplish more work in a very much more efficient manner, as this separator does not only separate all the oats out of wheat, but it also does excellent work in separating oats from rye. Our terminal elevator superintendent reports also that he has had very good success in taking barley out of wheat,

EQUITY CO-OPERATIVE EXCHANGE,

H. F. Bremer,

General Supt. of Elevators.



Besides insuring a perfect separation the Carter increases the test weight of wheat by the scouring action of the discs—saves wheat lost in the tailings—works almost without attention and uses very little power.

### *Try It at Our Risk*

Here's our offer—If, after a reasonable trial, it is not satisfactory to you in all respects we agree to accept its return and give you full credit for it. Write at once for complete catalog.

**CARTER-MAYHEW MFG. CO.**

611 Fifth Ave. So.

Minneapolis, Minn.

In Canada: Mfg. and sold by The Strong-Scott Mfg. Co., Ltd., Winnipeg.



**BAD ORDER CARS** cause the loss of many hard earned dollars to shippers of grain and seed. **MUCH OF THIS LOSS** can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

**KENNEDY SYSTEM** of car liners prevent leakage in transit and we make Car Liners for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

**WILL YOU NOT** give us an opportunity to submit full details of our system and the low cost of same? We are confident this would demonstrate to you the efficiency and money saving merits of our proposition.

**The Kennedy Car Liner & Bag Co.**  
Shelbyville, Indiana  
Canadian Factory at Woodstock,  
Ontario

## Only One Way

to keep your business messages private and that is by using a grain code.

In selecting a code, you should avoid buying one so large you can't find what you want, or so small it don't cover the business.

## Universal Grain Code

Is just the code you need; a small book, 150 pages, containing 14,910 words covering your line of business and no two spelled near enough alike to cause an error. Three or four of these words will convey a long message that you would otherwise hesitate to send for fear of going into bankruptcy and no one would know their meaning without the code.

The price is only \$3.00.

Code words for the new U. S. wheat and corn grades are included.

**GRAIN DEALERS JOURNAL**

309 So. La Salle Street, Chicago, Ill.

## To BUY or SELL RENT or LEASE an ELEVATOR

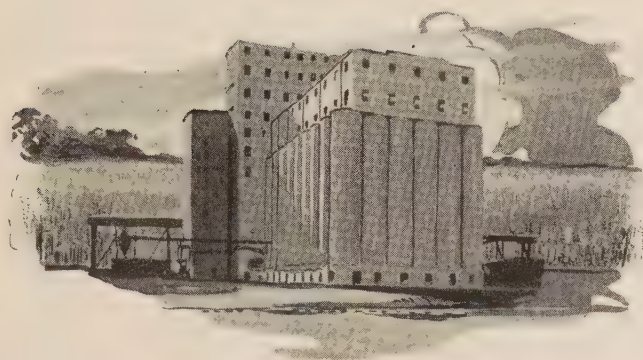
Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL, of Chicago. It will bring you quick returns.





# WATERBURY

## MANILA and FIBRECLAD ROPE



### *For Grain Elevator Service*

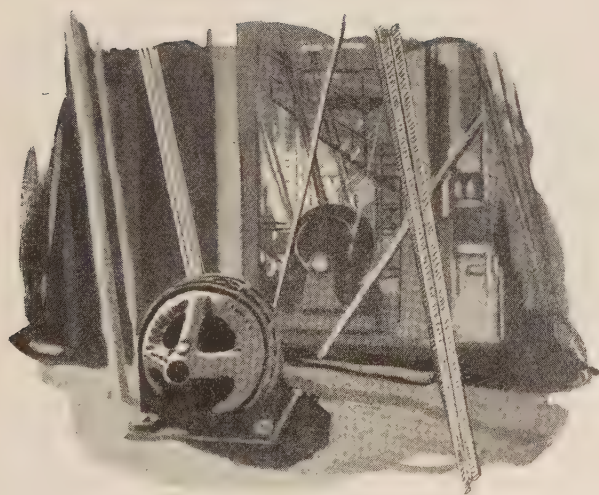
As a grain shovel and shipper rope Waterbury Fibreclad is most economical.

Every strand of Waterbury Fibreclad Wire Rope is served with a marline covering which gives a high frictional grip, prevents chafing, and protects the wire from abrasion and rust.

For power transmission service, both Waterbury Manila Transmission Rope and Waterbury Fibreclad Wire Rope have established enviable reputations.

Manila Transmission Rope is made as perfect as the best fibre, modern machinery and good workmanship can produce. And every coil is guaranteed.

Waterbury Quality—the dominant factor in every grade and kind of Waterbury Rope—assures long life and satisfactory service in all departments of grain elevator work.



**160,000 ROPE BUYERS**  
are using the Waterbury  
**GREEN BOOK** as a guide.  
A copy will be sent you  
free upon request.

## WATERBURY COMPANY

### 80 SOUTH STREET, NEW YORK

CHICAGO	-	-	-	609—613 N. LA SALLE ST.
SAN FRANCISCO	-	-	-	151-161 MAIN ST.
NEW ORLEANS	-	-	-	1018 MAISON-BLANCHE BLDG.
DALLAS, TEXAS	-	-	-	A. T. POWELL CO.





# HELICOID CONVEYOR

CONTINUOUS flights (without laps or rivets), and heavier flights on larger pipe, make Caldwell Helicoid Conveyor by far the best on the market. It is the recognized standard conveyor of this type.

The price is no more than for ordinary screw conveyor.

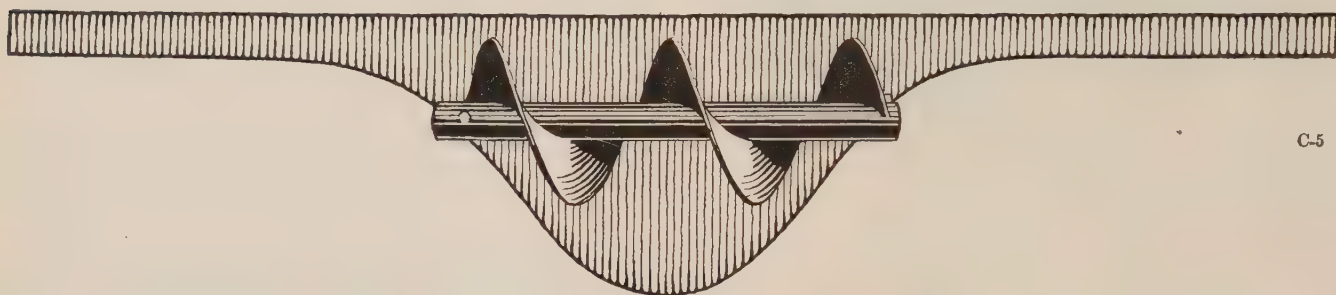
H. W. CALDWELL & SON CO. LINK-BELT COMPANY, OWNER

Chicago, 17th St. and Western Avenue

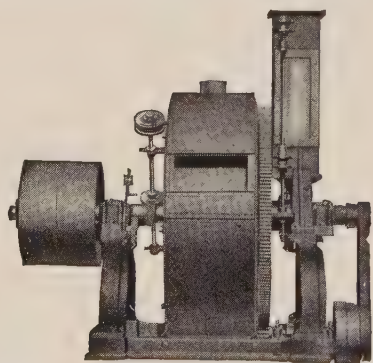
Dallas, Texas, 709 Main St.

New York, Woolworth Bldg.

# CALDWELL



C-5



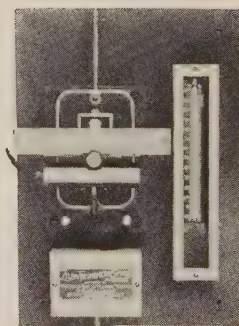
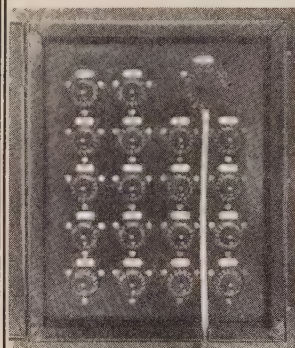
## FOR PEARLING BARLEY PEPPER WHEAT

Use Triumph Pearlors if you want to produce pearled barley, or wheat or pepper. They will turn out a product that cannot be beaten.

Full information gladly furnished those interested

**THE C. O. BARTLETT & SNOW CO.**  
Main Office and Works: Cleveland, Ohio

No. 1392



## The "ZELENY" Protects Your Grain

It is a simple device for testing the condition of grain stored in bins or tanks, by giving at all times the accurate temperature of the grain, not merely at the bottom and the top of the bins, but at intervals of five feet up through the bins. It saves you money by eliminating unnecessary turning of grain, which entails shrinkage, time, labor, power and wear on machinery; prevents bin-burned grain; increases working capacity of plants by saving time.

Further data will be furnished on request.

**Western Fire Appliance Works**  
542 S. Dearborn St. CHICAGO

### A Few Zeleeny Installations

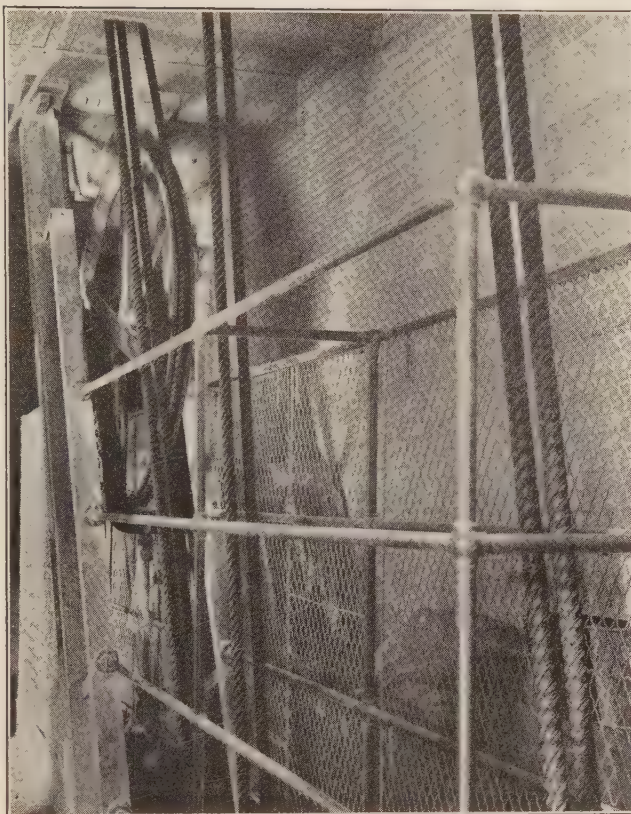
Cargill Grain Co.  
Pillsbury Flour  
Mills  
Bartlett Frazier  
Co.  
Uddike Grain  
Co.  
Armour Grain  
Co.  
Larabee Flour  
Mills  
New Orleans  
Public  
Elevators  
Maney Milling  
Co.  
Buckeye Cotton  
Oil Co.  
Red Star Milling  
Co.



# Columbian Transmission Rope

*Tape-Marked*

**has its place in every elevator**



The positive action of a rope drive is by far the best for transmitting power in grain elevators. The absolute absence of slippage keeps the elevator operating at a consistent speed, preventing the legs from choking.

To obtain 100% efficiency, by all means equip all clippers, elevator leg extensions, conveyors, etc., with rope drives, and make certain that your rope carries the Columbian red, white and blue *Tape-Marker*.

This *Tape-Marker* is a tightly twisted tape placed in one continuous piece throughout the

entire length of one strand of every Columbian Manila Transmission Rope. It bears these words which have a world of meaning—

**“GUARANTEED ROPE, made by  
Columbian Rope Co., Auburn, N. Y.”**

This *Tape-Marker* is your guarantee. Look for it.

Elevator Operators—Specify Columbian for true economy and best results.

Jobbers and Dealers—It pays to handle Guaranteed Rope. Write today for your copy of the folder “How Columbian *Tape-Marked* Pure Manila Rope Is Made.”

## Columbian Rope Company

322-60 Genesee Street

AUBURN, “The Cordage City,” N. Y.

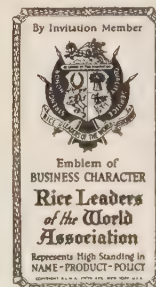
Branches: NEW YORK

CHICAGO

BOSTON

HOUSTON

BALTIMORE



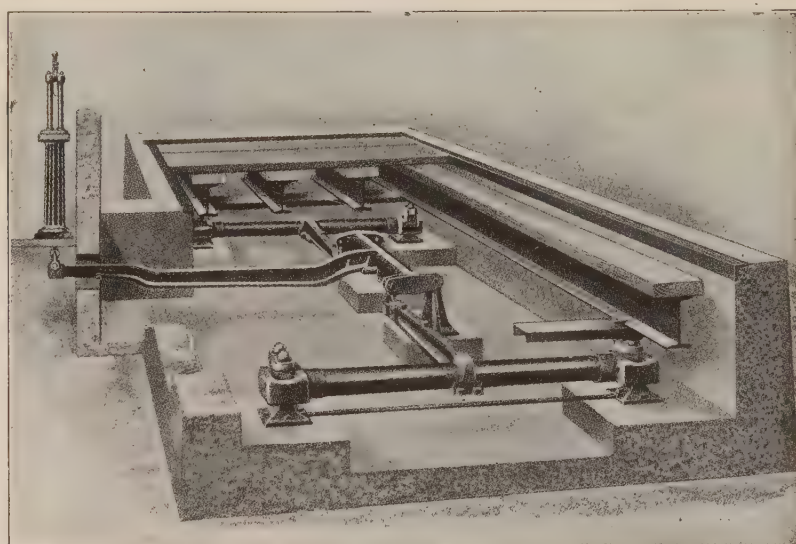
RED WHITE BLUE  
GUARANTEED ROPE  
MADE BY COLUMBIAN ROPE CO., AUBURN, N. Y.  
ASK FOR “COLUMBIAN” TRADE MARKED ROPE  
RED WHITE BLUE



# Howe Ball Bearing Auto Truck and Wagon Scales

The cut below shows our **Special 10-Ton Auto Truck and Wagon Scale** for Country Elevators and Coal Yards. Platform 16x8 and Full Heavy Steel Four I Beam Construction, with Angle Iron Outside Frame.

H  
O  
W  
E

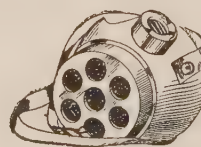
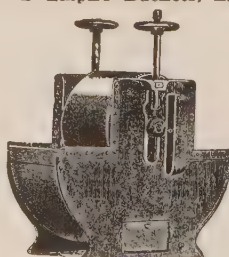
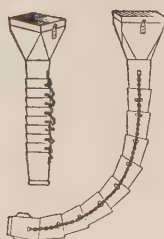
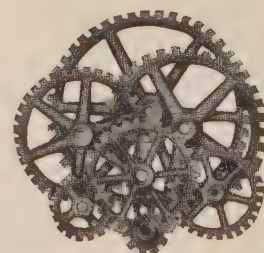


H  
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W  
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Over 200 of these Special Scales sold in Nebraska and Iowa in 1920. Send for this list. Write users and get their opinions of this **Special Scale**.



Minneapolis V Buckets  
Salem & Empire Buckets, Large Stock



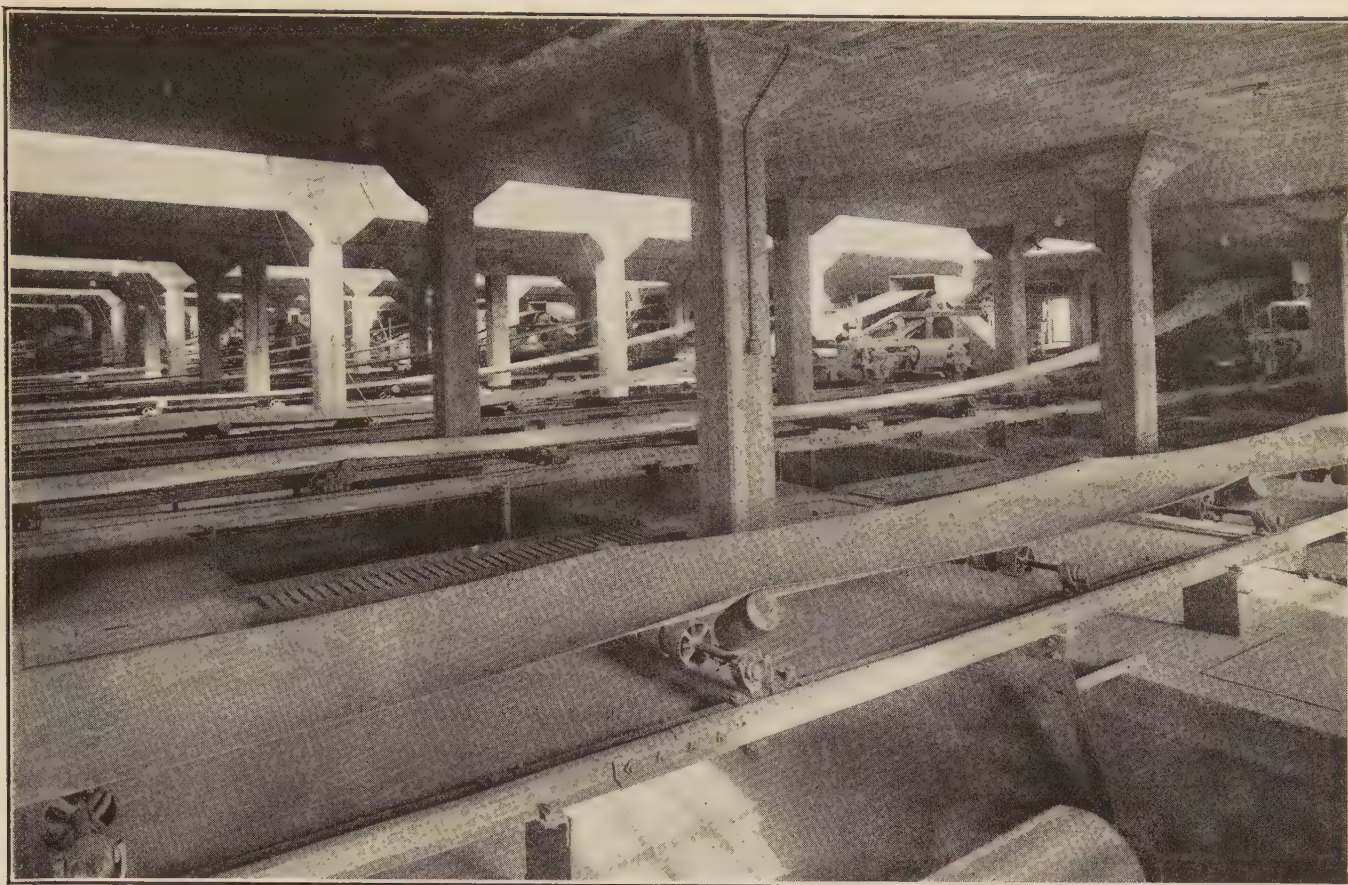
Dust Protectors



Complete stocks of all kinds of Pulleys, Belting, Sprockets, Loading Spouts, Grain Spouting and everything for a complete elevator. Write us.

**AMERICAN SUPPLY & MACHINERY CO.**  
OMAHA 1102 Farnam Street NEBR.





## Advanced Elevator Practice

Elevator practice, under the able development and guidance of big engineering houses, has advanced remarkably until today's practice involves use of the most up-to-date materials and machinery.

For example, in the Northern Central Elevator at Baltimore, Messrs. James Stewart & Co., the designers and constructors, incorporated such

items as Ingot iron, silent chain drives, herring-bone reducing gears, roller bearings, unit car dumpers, and, quite as fitly—"CARIGRAIN" and "LEGRAIN" Belt—eight and one-third miles of it.

"CARIGRAIN" and "LEGRAIN" Belts in the grain elevator are sound, up-to-date practice.

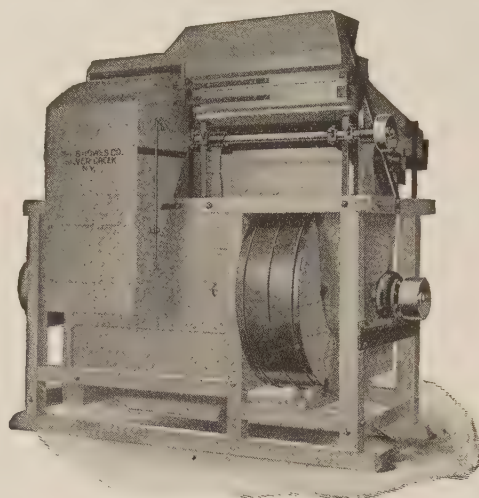
THE B. F. GOODRICH RUBBER COMPANY

Akron, Ohio

# Goodrich

*"Legrain" and "Carigrain" BELTS*





## THE "EUREKA" OAT CLIPPER

This machine does fine work,—a lot of it, and has the in-built staunchness to endure years of hard service. With its wide, compound shoe and quickly adjustable clipping cylinder, it is a fast and wasteless worker and produces oats, cleaned, clipped and polished bright, with slight shrinkage.

"Eureka" Clippers are built of Wood, All-Steel, or Armored (steel-clad) construction.

*Your enquiries are invited  
Ask for Bulletin No. 68*

**S. HOWES CO., Inc. EUREKA WORKS SILVER CREEK, N. Y.**

European Branch: 64 Mark Lane, London, Eng.

## Dust Collectors



alone do  
not prevent  
explosions  
in Eleva-  
tors, but

## DAY

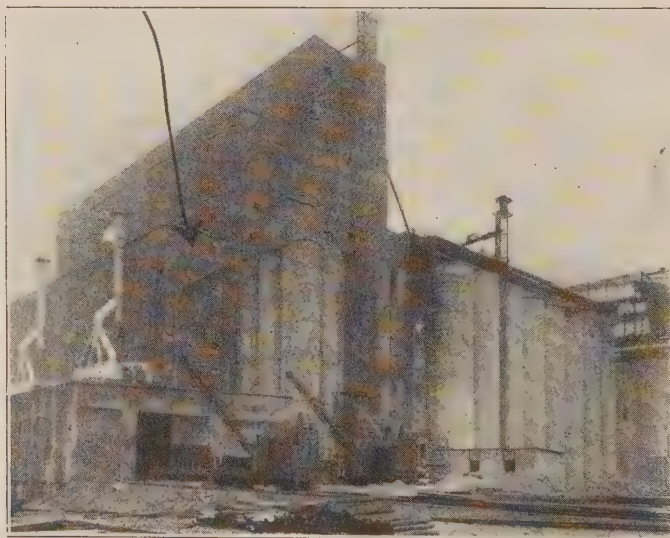
Dust Col-  
lecting Sys-  
tems do  
when prop-  
erly in-  
stalled.

## The Day Company

1006 Lyndale Avenue N.

Minneapolis, Minn.

## HESS DRIER



### CALUMET ELEVATOR

Chicago and Northwestern Railway Co., South Chicago

Operated by Armour Grain Co.  
now has a new Hess Drier  
bigger than ever

THIS IS THE LARGEST GRAIN DRYING PLANT IN THE WORLD  
HESS Driers are made in all sizes for  
terminal, export and country elevators

**HESS WARMING & VENTILATING CO.**  
907 Tacoma Bldg. CHICAGO, ILL.



# STOP THOSE LEAKS

DO away with that everlasting seepage and accumulation of water in elevator basements, scale and receiving pits, elevator boots, etc.

You *can* stop such leakage without tearing out the old concrete or interfering with the use of the elevator.

Just cover the old surface with a plaster made from Medusa *Waterproofed* Portland Cement, and apply as per specifications in our new booklet—“*Medusa Waterproofing for Concrete.*”

Medusa Waterproofing, when mixed with cement, becomes an integral part of the whole mass; it penetrates the voids or pores and permanently seals them against even the slightest seepage of moisture.

We will furnish Medusa Waterproofing separately in powder or paste, or will supply Medusa *Waterproofed* Cement which contains the correct proportions of waterproofing and cement, added and thoroughly ground at the mill.

Complete and accurately detailed specifications for use, together with interesting illustrations showing where “Medusa” has successfully waterproofed concrete jobs of all kinds, will be gladly forwarded at your request.

**THE SANDUSKY CEMENT COMPANY**  
Department G. J., Cleveland, Ohio

*Manufacturers of Medusa Stainless White Cement (Plain and Waterproofed); Medusa Gray Cement (Plain and Waterproofed); Medusa Waterproofing (Powder or Paste); and Medusa Waterproof Cement Paint.*

# MEDUSA

---

## WATERPROOFING

*for CONCRETE*





## A Safe Way to Buy a Feed Grinder

**D**O just the same as thousands of others have done—make up your mind that you are going to install a Monarch Ball Bearing Attrition Mill, and then stick to your decision.

There's nothing theoretical or experimental about the Monarch. It has been on the market for so many years, and has the endorsement of so many users, that

its reputation is virtually as stable as a Government bond.

Insist on the Monarch—nothing else is necessary to insure a safe investment and ultimate service.

Catalogue D-120 describes this mill in detail. Send for it.

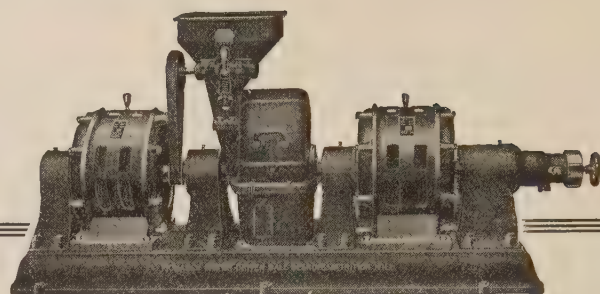
**SPROUT, WALDRON & COMPANY, 1202 Sherman St., MUNCY, PENNA.**

CHICAGO OFFICE:  
9 So. Clinton St.

The Monarch Mill Builders

KANSAS CITY OFFICE:  
308 New England Bldg.

**MONARCH**  
BALL BEARING  
ATTRITION MILL



### DINGS MAGNETIC SEPARATORS

Remove tramp iron and steel from grain before it goes into the feed grinder. Prevent dust explosions and fires, breakage of rolls and damage to grinding faces. **WRITE FOR BULLETIN.**  
**DINGS MAGNETIC SEPARATOR CO.**  
642 Smith Street, Milwaukee, Wis.

For elevator and mill supplies we issue a net price catalog. If in the market write us for one.

**WHITE ★ STAR ★ CO.**  
WICHITA, KANSAS

### Cover's Dust Protector

Rubber Protector, \$2.00  
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.  
**H. S. COVER**  
Box 404 South Bend, Ind.



## Fabricated Steel Products

We specialize on FABRICATED STEEL PRODUCTS and are equipped to furnish steel plate products such as tanks, hoppers, stacks, conveyors, chutes, pipe, elevator legs, coal mine equipment, cement and concrete sheet steel forms promptly. Let us estimate on your requirements.

## Corrugated Sheets Erected

We are specialists in furnishing and erecting ROOFING & SIDING of galvanized, painted or zinc sheets, corrugated or formed. Our mechanics are experts—they know how. Let us figure on your erection, no matter where located.

*Our complete stock of galvanized, black, blue annealed sheet steel and zinc enable us to give immediate attention to all orders and inquiries received.*

**The Sykes Company**  
930 West 19th Place, Chicago, Ill.

## The Chicago Line

**Power Transmitting Appliances**  
**Ball Bearing, Roller Bearing and**  
**Babbitted Equipment**

Buckets	Conveyors
Belting	Gears
Belt Dressing	Hangers
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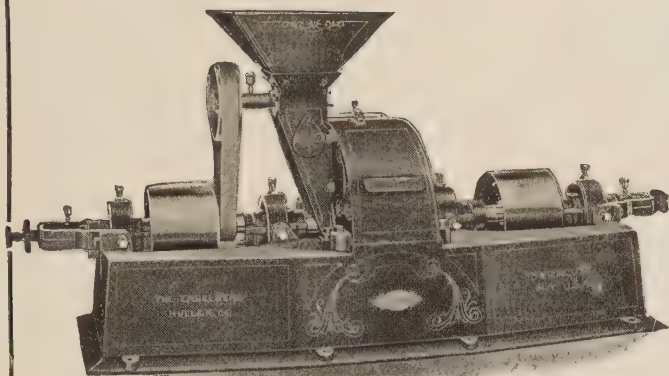
**Chicago Pulley & Shafting Co.**

Main Office  
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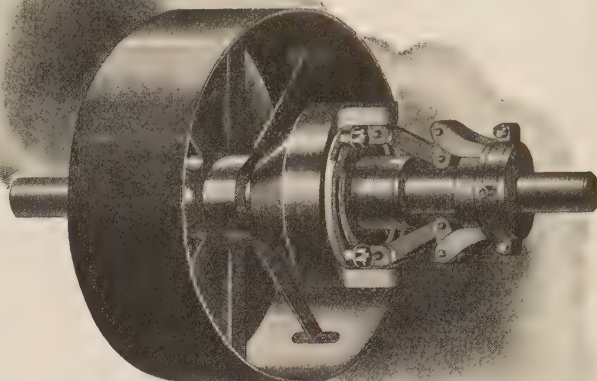
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Scientific      Economical  
Wick Oiler Bearings

Its best friend is the man who has used other makes.

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Highest efficiency at the smallest expense.

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SYRACUSE, N. Y., U. S. A.



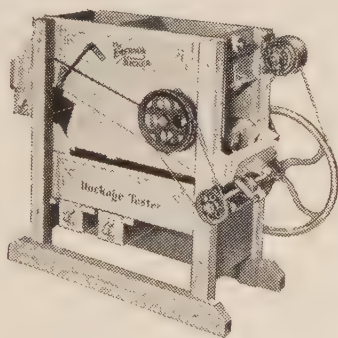
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HAVE STOOD THE TEST FOR YEARS  
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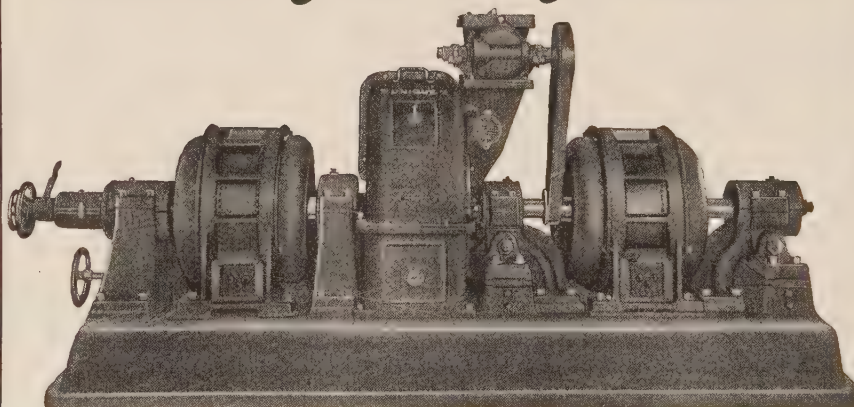
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Has a new roller feed device and a screening arrangement. It is noiseless and free from vibration. Either electric or hand driven. Adopted by the Federal Inspection Department.

*We Will Take Your Old Tester  
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(Belt Driven If Preferred)

Built to last a lifetime.

Provided with Mechanical Trammer.

Split Caps over pedestals enclosing the Ball Bearings.

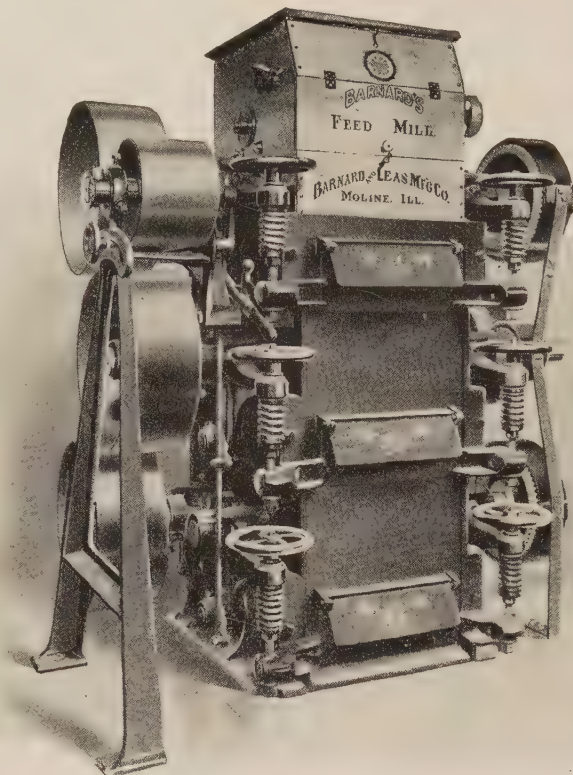
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## Barnard's Six-Roller Feed Mill

Especially adapted for grinding feed, table corn meal, pearl meal, linseed meal, rye or barley.

Meets all requirements where large capacity and fine grinding is desired.

Has three gradual roll reductions.

All adjustments are simple and efficient.

Made in seven different sizes, with chain-oiling or ball bearings.

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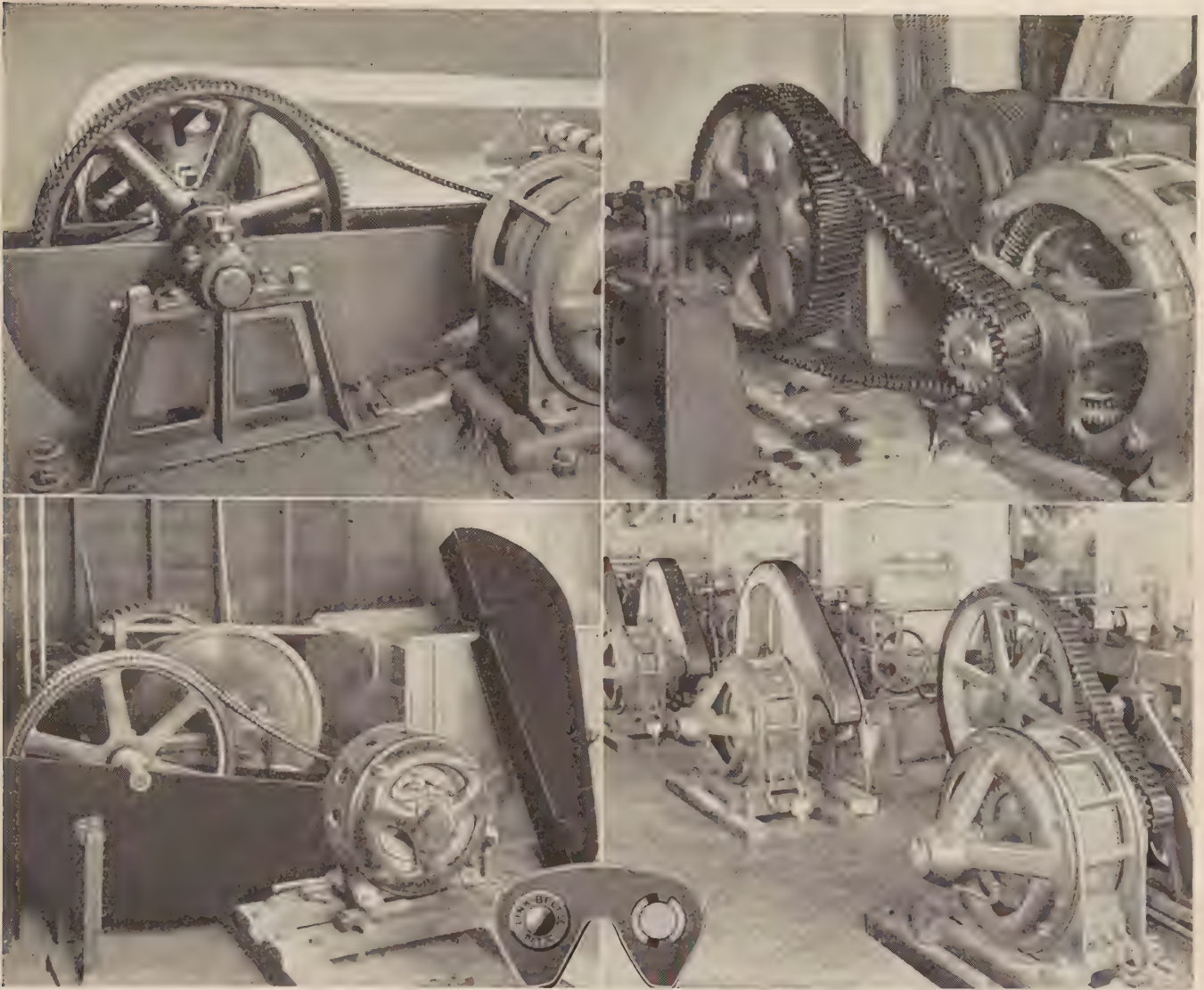
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He knows of its performance thru close contact and observation of many installations. It meets his ideal of the qualities that a power transmitting medium should possess.

Here are some of the advantages of Link-Belt Silent Chain: It transmits power without slip. Runs on short centers, making an econom-

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*Based on our experience of 15 years we recommend the use of casings for drives in grain handling plants. They not only protect the drives from dust, but automatically lubricate them. They also insure safety to employees and practically eliminate the fire hazard.*

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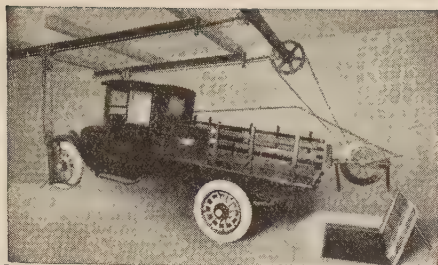
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Investigate any Wagon and Truck Dump before buying.

See that they can be installed in your driveway without interfering with other dumps, sinks or scales, making additional un-called for expense.

Investigate our Wagon and Truck Dump in every way, such as:

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- Amount of power required.
- Being able to dump all length wagons or trucks in one single dump door.
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The one device dumps in several different sinks, if desired, with very small additional cost.

Smooth running—Light power  
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FULLY GUARANTEED

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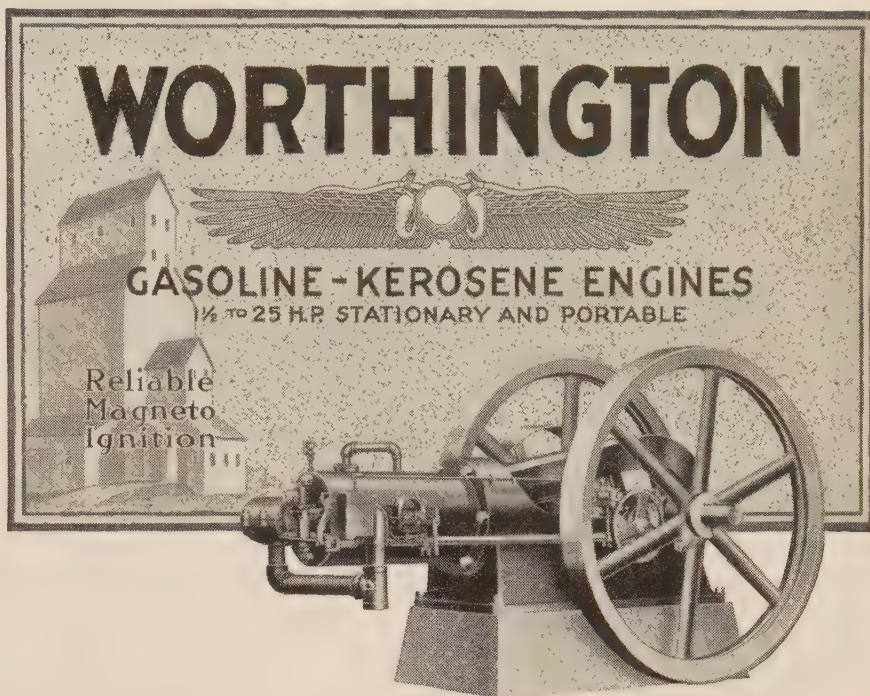
The hundreds of thousands of dollars lost through dust explosions would equip every elevator in the country.

Don't be the next on the "Blow up list," but for the protection of the money invested in your business investigate our product.

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THE FACTS ARE MIGHTY INTERESTING

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**G**RAIN men know the importance of having engine equipment that will deliver never-failing power. That's why Worthington Engines are found in so many of the leading elevators. Owners and managers know that they can depend on the Worthington—that it will run all through the season and do good work every day.

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In addition to the industrial type of engine illustrated above, Worthington manufactures a complete line of hopper-cooled engines  $1\frac{1}{2}$  to 15 horse power for farm and general service and also oil and gas engines up to 4,000 horse power for every service.

Write today for Bulletin 156, containing new rock-bottom prices and other information.

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Stocks carried in principal cities

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For Grain Elevators and Silo  
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Mills and Warehouses  
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We build Modern Fireproof Grain Elevators,  
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Designers and Builders of  
Modern Mills and  
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in this number of the GRAIN DEALERS JOURNAL are especially interesting.  
After you have read them, consider carefully whether you are not better off with  
the twenty-four numbers of the Journal, on your desk, or the \$2.00 in your pocket.

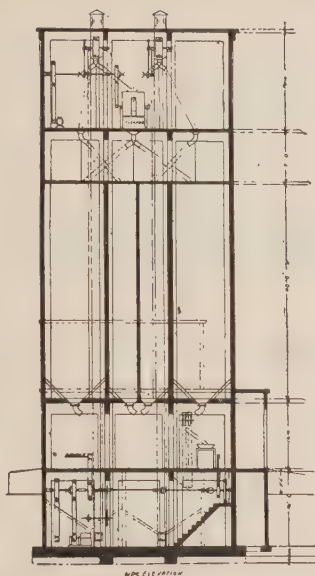
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The care and study put into the design and construction of each Reliance Elevator assures the greatest economy in operation. Design No. 1000, side elevation of which is shown above, is especially adapted to the needs of the dealer requiring not over 20,000 bu. capacity. Write for particulars.

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## Your Opportunity

is here. Now is the time to let the elevator man know you want his business. Advertise in the

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DESIGNED AND BUILT BY  
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Write for Details of Our System

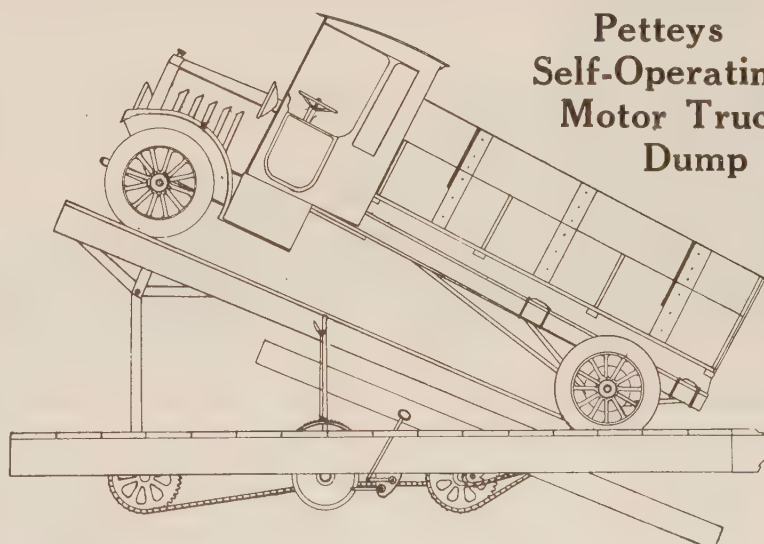
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Self-Operating  
Motor Truck  
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Saves Time—Saves Operating Expense—Always Ready—Costs Less for the Service Given than Any Truck Dump on the Market

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A book of 250 leaves for record of grain purchased by Federal Grades. Each of the 125 original leaves bears four scale tickets spaced as shown in engraving herewith, is machine perforated, printed on white bond. Size of tickets 3x6 3-8 inches, or double the size of cut. The 125 duplicates are printed on manila, but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book, arranged horizontally. Size of book, 7 1-2 x 12 inches. The printing is crosswise the ticket and spaces are provided for the necessary entries in their logical order. Order Form 19GT. Price \$1.35. Weight, 34 ounces.  
GRAIN DEALERS JOURNAL, 305 South La Salle Street, Chicago, Ill.



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assure you economical design, first class work,  
efficient operation and **SATISFACTION**

*Let us submit Designs and Prices*

**Monarch Engineering Company**  
**BUFFALO, NEW YORK**



Pennsylvania Railroad Co.'s Terminal Elevator at Erie, Pa. 1,250,000 storage capacity, with marine leg, 25,000 bu. receiving capacity. All concrete, modern construction, with latest improvements.

Designed and built under the direction of

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## The Most Modern Elevator in the World

This is an aeroplane view of the Pennsylvania Railroad Company's new Northern Central Elevator No. 3, located at Canton, Baltimore, Maryland, capacity 5,000,000 bushels. This elevator is equipped with

### Four Stewart Link-Belt Grain Car Unloaders

See them in operation and be convinced of their great saving in labor cost.

**James Stewart & Co., Inc.**

Designers and Builders  
**GRAIN ELEVATORS**  
In All Parts of the World

Grain Elevator Dept., W. R. Sinks, Manager  
1210 Fisher Building, Chicago, Ill.

*"We have built for many of your friends. Eventually we will build for you. Why not now?"*

## GROUP OF TERMINAL ELEVATORS BUILT RECENTLY BY US AT

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## ACCOUNTBOOKS FOR GRAIN DEALERS

**GRAIN RECEIVING BOOK Form 12 AA** is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8¼x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tars, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 160 pages or spaces for records of 6,500 loads. The book is well printed, ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2¼ lbs.

**GRAIN SHIPPING BOOK Form 14 AA** is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10¼x16½ inches, used double. The left-hand pages are ruled for information regarding **Sales and Shipments**; the right-hand pages for **Returns**. Under **Sales** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **Shipments** are Date, Car Number and Initial. Our **Weights** in Bushels, Grade, Route, Rate. Under **Returns** are Destination, Grade, Difference, Bushels Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of 2,250 cars, is printed on linen ledger, well bound in heavy canvas covers with keratol corners. Weighs 4 lbs.

**COMPLETE SET FOR \$6.25**

**GRAIN DEALERS JOURNAL**

309 So. La Salle Street, Chicago.

## Minneapolis Elevator Buckets "V" Type



### Designed for High Speed

This type of bucket increases the capacity of the average old-style elevator 50 to 100%. No replacement of head, legs, boots or belt necessary. The buckets may be spaced on belt only ¼ to ½ inch apart and the head pulley run 5 revolutions per minute faster. The "V" shape insures perfect discharge at high speed. Buckets durably made to stand hard service.

*We can furnish these buckets in all sizes  
Write today for our new low prices*

**STANDARD STEEL WORKS**

16th and Holmes Sts.

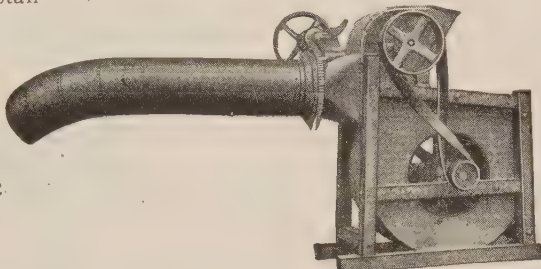
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## CLEAN AND LOAD IN ONE OPERATION

To make the most money these days the grain elevator operator must operate his plant as economically as possible; he must ship the highest grade possible and it must be clean. To get the maximum in loading facilities and at the same time clean the grain loaded every elevator operator should install

The  
Combined  
Grain  
Cleaner  
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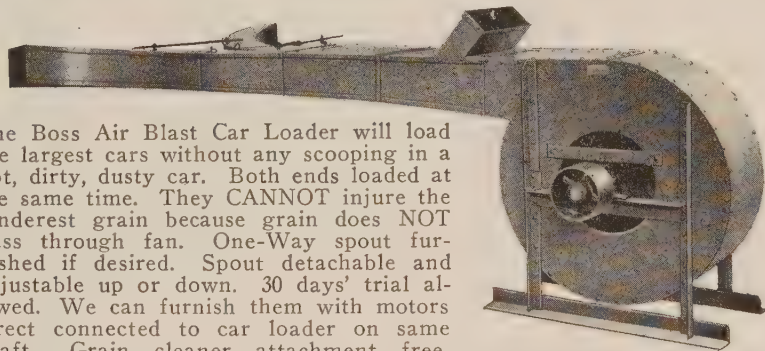
It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you upon request.

Write for List and Circulars.

MATTOON GRAIN CONVEYOR CO., MATTOON, ILLINOIS

## Load Railroad Cars Without Scooping



The Boss Air Blast Car Loader will load the largest cars without any scooping in a hot, dirty, dusty car. Both ends loaded at the same time. They CANNOT injure the tenderest grain because grain does NOT pass through fan. One-Way spout furnished if desired. Spout detachable and adjustable up or down. 30 days' trial allowed. We can furnish them with motors direct connected to car loader on same shaft. Grain cleaner attachment free. Grades raised. Make your house modern by installing one. New catalog No. 22 and prices mailed upon request. It also shows portable car loaders for loading grain from wagons to cars without scooping.

Maroa Manufacturing Company, Dept. G, Maroa, Ill.

## THE HALL SPECIAL ELEVATOR LEG

ONE HUNDRED PERCENT greater efficiency.

FIFTY PERCENT longer life.

A record the HALL SPECIAL is making every day where in use.



COSTS LESS to INSTALL; to OPERATE, and to MAINTAIN, and does DOUBLE the work of any other leg of equal size.

Hall Signaling Distributors are making records and friends wherever they go. Try them out against the best "spouts" you can buy of any other make.

Note carefully their efficiency, convenience, durability, utilization of bin space, thereby increasing the value of the plant, and saving from mixed grain. You will never thereafter use anything else.

Write for our Catalogs.

Hall Distributor Company, 222 Railway Exchange Bldg., Omaha, Nebr.



**SIDNEY ELEVATORS AND MAN LIFTS**  
are Money Makers  
They will reduce your handling expense and speed up your work. Easily installed. For quotations give your requirements.  
SIDNEY ELEVATOR MFG. CO.  
Sidney, Ohio

We Make a Special Business of  
Repairing, Overhauling and Remodeling  
Grain Elevators  
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## Radio Telephone Market Quotations

together with concerts and lectures are being broadcasted from nearly every large city.

Reasonable deliveries can be made on orders placed now.

Know with whom you are dealing. Ask any Board of Trade firm about us.

## THE NASH-ODELL CO.

(Formerly Charles A. Nash, Inc.)

Franklin 1085

172 N. Franklin St. Chicago, Ill.

## Grain Receiving Ledger

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its numbered pages of linen ledger paper, size, 8½x13½ inches, is ruled for 42 wagon loads. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with keratol back and corners.

Form 43—200 pages, \$3.25

Form 43XX—400 pages, \$5.50

## Grain Dealers Journal

305 So. La Salle St., CHICAGO, ILL.

## CLARK'S GRAIN TABLES FOR WAGON LOADS

(Thirteenth Edition)

The best and most complete edition of these popular reduction tables ever issued. It contains 12 grain tables and two pages of freight tables all printed from heavy-faced type in two colors on heavy tough Manila stock. It is reinforced at back with cloth. Marginal index for quickly finding table wanted.

All reductions are complete on one page. It has a range from 100 to 4,090 lbs. on 10-pound breaks. The table shows the following reductions: Oats at 32 lbs., 33 lbs. and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Barely at 50 lbs. Shelled Corn, Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu.

Freight table shows rate per bushel at 60, 56, 48 and 32 lbs. per bu. when the rate per 100 lbs. is 1 to 31¼ cents in ¼ cent rises.

Order Form 4090 WL. Price 60 cents.

GRAIN DEALERS JOURNAL

305 S. La Salle Street

Chicago, Ill.



## Grain Carriers

**BUFFALO, N. Y.**—The Lake & Canal Transportation Corp. has incorporated with a capital stock of \$50,000, to operate boats and barges on the Great Lakes.

RAILROADS everywhere are faced with both a car and coal shortage. Every effort is being made to furnish cars to move the grain, but now the coal shortage is preventing some farmers from threshing so the grain is stacking on the farm.

THE claim of the Central Elevator & Warehouse Co. for \$72,261 to make good the deficit in the operation of the Illinois Central Elevators at New Orleans has been dismissed by the Interstate Commerce Commission on the ground the Warehouse Co. was not engaged in transportation.

TWO GRAIN BOATS were sunk in the Canadian canals July 29. The steamer Winona with 75,000 bus. wheat from Fort Arthur for Montreal went down in the Soulages Canal; and the barge Melrose with 50,000 bus. wheat from Port Colborne for Montreal went down in the lock at Cardinal, Ont.

LAKE RATES from Chicago to Buffalo have advanced to 3 cents a bu. for wheat and corn and to 2½ cents a bu. to Georgian Bay, with special understanding regarding unloading of boats. Big shippers are chartering room freely, but are not shipping to nearby points unless grain is already loaded.

A RULING to the effect that grain within a radius of 150 miles of Kansas City could be brot to Kansas City and shipped to California points on the basis of direct thru rates has been made by the Interstate Commerce Commission. The decision particularly affects the Santa Fe, Burlington and Union Pacific.

STEPS are being taken by John W. McCarrle, chairman of the Indiana Public Service Commission and John W. Coneys, superintendent of the Pennsylvania Ry. to again operate the defunct railroad between Goodland and Mt. Ayr, Indiana. A large number of elevators located along the right of way will have an outlet if the plan goes thru.

THE SOUTHEASTERN rate case, now before the Interstate Commerce Commission is being given serious consideration by grain men at Norfolk, Va. In co-operation with other com'ites, a com'ite from the Norfolk Grain and Feed Dealers' Ass'n canvassed the city to raise funds to fight the rate adjustment. As feed and flour dealers at Norfolk will be paralyzed if it is put into effect, Norfolk is contributing \$20,000 towards the expense of defending Virginian cities against an unfavorable verdict.

A DECISION reached by the Interstate Commerce Commission dismissed the complaint of the Adluh Milling Co., Columbia, S. C., against the Director General of Railroads. The milling company contended that rates on shipments of corn in November, 1918, from points west and north of the Ohio River, milled in transit at Columbia and reshipped to Tampa, Fla., were unjust and asked reparation. The commission at a hearing June 15, of the case No. 12,098, ruled against the milling company and dismissed the case.

AN ENDEAVOR will be made by the railroads to have the Interstate Commerce Commission set aside the ruling which went into effect Jan. 1, fixing the rates on coarse grains at 10 per cent less than wheat. At a conference held in the office of the Minnesota Railroad and Warehouse Commission on July 21, representatives of railroad commissions of Western and Mountain Pacific railroads discussed the subject and decided to present their case to the Interstate Commerce Commission at a hearing to be held in September.

DAMAGES to the extent of \$5,000 are asked in suit brot by the E. B. Conover Grain Co., Springfield, Ill., against the C. B. & Q. R. R. on account of alleged neglect on the part of the railroad company. On one shipment of a car of grain from Peoria, Ill., to Wilkes Barre, Pa., which was billed in June, 1920, the grain was not delivered for 41 days. The grain became heated so plaintiff asks \$1,000 damages on the car. Other instances are where plaintiff asks damages on account of declining market when cars were delayed in transit.

AN APPEAL to President Harding by the New York board of trade and transportation challenges the authority of the director general of railroads, James V. Davis, to outlaw all claims for loss or damage to freight in transportation during the period of federal control for which no action at law for collection has been instituted within the two year period described in the Transportation act of 1920. The organization charges Director General Davis is depriving shippers of millions of dollars, the total to which claims aggregate.

To COMPEL E. F. Goltra to put his government leased fleet of four towing boats and nineteen barges into operation carrying grain on the Mississippi River, G. F. Powell, pres. of the St. Louis Merchants Exchange has applied to Sec'y of War Weeks. In his application, Mr. Powell states that altho the Mississippi & Warrior River service, which operates from St. Louis to New Orleans, has already carried 500,000 bus. of grain during July, there still remains 1,000,000 bus. in elevators because of no facilities to move it, due to the shopen's strike.

AN EXTENSION of three months beyond the regular twelve months time allowed for transit privilege on oats at Chicago district stop-over points has been granted by the Interstate Commerce Commission, effective July 27, in the following notice: "The time limit on shipments of oats on freight bill dated July 27, 1921, to and including October 31, 1921, which expires on and subsequent to the effective date of this provision and prior to November 1, 1922, is hereby extended three months from the original date of expiration, and the rates to be charged will be those in effect on dates shipments left primary point of origin."

THE PROPOSED restricted application of commodity rates on grain from points in Kansas, Nebraska and eastern Colorado to north Pacific Coast and California terminals and to intermediate points carried in tariffs that were to have been effective in April, June and July have been held by the Interstate Commerce Commission not to be justified. These schedules had been suspended on application of the Grain Exchanges of Omaha, and Superior, Neb., in I. & S. No. 1519. The carriers will be permitted to file schedules limiting the eastward movement to 150 miles on grain going from Missouri River elevators to the Pacific Coast.

### Investigation of Canadian Shipping Facilities.

The Grain Elevator Commission of Montreal recently visited all the Georgian Bay ports to study the present facilities for the handling of grain, and an effort was made to effect better co-operation between Montreal, Midland Port McNicoll, Tiffin, Depot Harbor, Fort William and Port Arthur.

The Commission has been ordered to study the question of providing increased grain storage facilities at some of the ports, and to find out if the present facilities are sufficient to handle the probable increase of grain movement during the next decade.

The report of the Commission will be made to the dominion government in October.

Members who took part in the trip were: M. P. Fennell, Jr., general manager of the Port of Montreal; R. A. C. Henry, engineer of the department of railways and canals; C. J. Smith, manager of the Montreal Warehousing Co., and M. T. Casey, secretary of the Commission.

### Embargoes.

THE CHESAPEAKE & OHIO has an embargo on grain shipments to Baltimore.

THE PEORIA, CANTON & ST. LOUIS RY. has an embargo out, due to coal and car shortage.

ALL RAILROADS are inserting in Bs/L the clause "accepted subject to delay" due to various local influences which may subject shipments to delay.

THE B. & O. advises that the embargo against the movement of new wheat from points west of the Ohio River to points east thereof was canceled July 29.

THE M. & O. has withdrawn all restrictions against the handling of grain and grain products. Shipments will be accepted for all points, including New Orleans.

THE NORFOLK & WESTERN and Louisville & Nashville railroads have declared embargoes over their lines against acceptance of any freight except foodstuffs, live stock and fuel.

### Hearing on Car Distribution in Kansas.

The Kansas State Public Utilities Commission held a hearing on its own motion at Wichita, Kan., July 28, on changes in the present rule governing the distribution of cars.

W. S. Gibbens, mgr. of the Farmers Grain & Mercantile Co., at Pensalosa, Kan., testified that during the six months just prior to June 1, 1922, his company shipped 54 cars out of 58 shipped from that station.

Geo. Curtis, mgr. of the Bloom Co-operative Exchange, Bloom, Kan., testified that he shipped 14 cars out of 24 shipped from that station from July 1 to time of car shortage.

Sheldon O. Frey, mgr. of the Fowler Equity Exchange, Fowler, Kan., testified that during the 12 months preceding June 1, 1922, his company had shipped 297 cars, while one of his competitors shipped 115 cars and the second competitor only 9 cars.

Geo. Neuforth, mgr. of the Heizer Co-operative Exchange, Heizer, Kan., stated that from July 1 until the car shortage was noticed his company shipped 15 cars out of 17 shipped from that station.

Arthur Randle, mgr. of the Byers Co-operative Exchange, Byers, Kan., located on the Wichita & Northwestern Ry., stated that during the 6 months prior to June 1 he shipped 66 cars out of the 99 shipped from that station.

R. E. Lawrence, sec'y of the Kansas Farmers Grain Dealers Ass'n, said that the principal thing desired from the Commission was that a car distribution rule be promulgated and maintained, which would leave to the individual producer the free and unrestricted choice when it came to selecting the buyer for his grain. Mr. Lawrence stated that the car and car about distribution which was at present being enforced by the carriers in Kansas worked a gross injustice upon the producers and that car and car about distribution should never be permitted.

Mr. Lawrence thought that the elimination of Section 7 of the present rule, and the enforcement of the distribution according to Sections 4, 5, 6, would suffice and would be equitable. He suggested that the cars be distributed during period of car shortage on the basis of grain, conveniently located, and tendered for shipment; the term "conveniently located" to mean as described in Section 5 of the present rule, that is "All grain located in elevators, granaries, bins, or on ground, whether off or on the carrier's right of way, would include the grain on the adjoining and neighboring farms, tendered by dealers or individual shippers."

FOR THE PURPOSE of erecting a greenhouse to be used for experiments with rust resisting wheat the Washburn-Crosby Co., Minneapolis, Minn., has donated \$2,000 to the University of Minnesota.



# Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

## ELEVATORS FOR SALE.

**OKLAHOMA** 10,000 bu. capacity elevator for sale; side lines. Address 48L36, Grain Dealers Journal, Chicago, Ill.

**SOUTHERN KANSAS** elevator must be sold to settle an estate. Address Orel Holman, North End State Bank, Wichita, Kansas.

**CENTRAL ILLINOIS**—Elevator for sale. Buildings 5 years old. Terms to suit. Address 49Q23, Grain Dealers Journal, Chicago, Ill.

**INDIANA**—15,000 bu. cribbed elevator, iron clad, on private ground in southern county seat. Good grain, flour and feed business. Address 48C23, Grain Dealers Journal, Chicago.

**IOWA**—One of the best grain elevators in North Central Iowa for sale; modern equipment, first class condition, and priced to sell. Address 48H12, Grain Dealers Journal, Chicago.

**ILLINOIS**—Elevator on C. & N. W. Ry.; fine location, unusually prosperous farming country. Priced right to close an estate. Address 49N7, Grain Dealers Journal, Chicago.

A former Iowa elevator owner who advertised his plant in our "Elevators For Sale" columns writes in as follows: "I sold my plant to the first party answering my ad which I had in the Journal."

**IOWA**—Grain elevator and sheller plant with attrition mill for sale cheap; all motor power; in the heart of the best grain growing territory of Iowa. 10 bins; 10,000 bus. cap. Address Willson Reid, Morning Sun, Iowa.

**IOWA**—One of the best grain elevators in Central Iowa is for sale; good equipment of all kinds; side lines. Capacity of elevator is 40,000 bu.; good feed house and coal sheds. Address 49P8, Grain Dealers Journal, Chicago.

**SOUTH DAKOTA** elevator for sale or rent; 20,000 bu. capacity; electric power; in first class condition; good grain point. Crops are good. A good business opening. Possession at once. Town of 2,000. Address B. J. Sewatt, Dell Rapids, South Dakota.

**IOWA**—New up to date cribbed elevator for sale, galvanized siding, motor equipment, also engine. Located at good grain point in northern Iowa. Good coal and feed business in connection. Good reasons for selling. Address 49Q19, Grain Dealers Journal, Chicago, Ill.

## NEW PLANT FOR SALE.

300,000 bu. elevator, 10,000 bu. cereal mill which can easily be converted into a flour mill; has individual motor equipment; no competition; on main line of I. C. R. R. Can be bought very reasonably on attractive terms. Write C. E. Beyer, 1504 Inter-Southern Bldg., Louisville, Kentucky.

**CENTRAL IOWA**—15,000 bu. steel covered elevator, good equipment; 48x36 seed house fully equipped; cribbed coal house, steel covered, equipped with coal conveyor, 600 tons storage. Located on C. & N. W. Carry good side lines; no competition. Address 48M14, Grain Dealers Journal, Chicago, Ill.

**CENTRAL IOWA**—Six elevators on Chicago, Great Western R. R., handling grain, feed and coal; all modern equipment and in first class condition. The opportunity of a lifetime to purchase an old established and money-making business. Address 48D14, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS FOR SALE.

**NORTH DAKOTA**—20,000 bu. elevator for sale in Minot; best location in city; big crop to handle. Box 417, Minot, N. D.

**ILLINOIS**—Forty thousand bushel capacity elevator, in fine condition and with modern equipment, for sale. Located in Champaign territory, on best railroad and in good town. Station handles 400,000 bu., with one good competitor. Fullest investigation welcomed. Address 49P27, Grain Dealers Journal, Chicago.

## FOR SALE CHEAP.

84,000 bu. capacity elevator, concrete; coal bins for 325 tons coal; large feed shed to hold 4 cars hay and bran. All on my own land, in one of the largest grain stations in Eastern Ill. Reason for selling, other interests need all my attention. Great bargain if taken by September 1st. Address 49Q6, Grain Dealers Journal, Chicago, Ill.

**KANSAS**—Elevator and mill for sale or trade. 30,000 bushel elevator and 150 barrel mill located in Kansas wheat belt on two railroads. Elevator business alone is profitable business. Equipped with both steam and electric power. 12 years' business has established name of mill to flour trade. Clear of incumbrance; price right. Easy terms of payment for straight sale or difference in trade. Box 98, Turon, Kans.

**ILLINOIS**—20,000-bu. capacity elevator, located on C., B. & Q. R. R., for sale. Good coal and feed business in connection, with new feed house and coal storage. Elevator in fine condition and equipped with electric power, 2 dumps, 2 scales. Exceptionally fine location. Only elevator in town. Priced right. Address 47S15, Grain Dealers Journal, Chicago, Ill.

**BARGAIN IF TAKEN AT ONCE:**—Someone's always looking for an elevator at a good grain point and reads these ads just like you're doing now, so if you wish to dispose of your present property; to enlarge your present interests, or embark in the grain business USE these columns to your best advantage just as others are doing. WE WILL assist you in the composition of copy free. We are in business to be of service to YOU. There is no wrong time to put an ad in the columns of the Journal. TRY IT.

## ELEVATOR & MILL FOR SALE OR EXCHANGE.

**FOR SALE**—400 bbl. Flour Mill, with elevator and warehouse in connection, fully equipped, located at Fairmount, N. Dak., in good wheat belt, on four lines of railroad. Will sell for less than half value. Address

Bank of Osceola, Osceola, Wis.

**N. W. MO.**—30,000 bu. mill and 12,000 bu. elevator located in Mound City; 5½ acres ground; big flour house and storage capacity; double corn crib, residence and other buildings, barn. In center of grain belt. Clear of incumbrance. Address O. W. Long, Maitland, Mo.

## MILL FOR SALE.

**MODERN 100-BARREL MILL** for sale; large territory, Rocky Mountain section; plenty of wheat. Feed mill in connection. Cheap power. Address 48B4, Grain Dealers Journal, Chicago.

## FOR SALE.

Whole or part interest in modern feed milling and mixing plant of fair capacity in large eastern Pennsylvania city; transit facilities, own siding and room for expansion. Write 49Q15, Grain Dealers Journal, Chicago, Ill.

## ELEVATOR & MILL FOR SALE OR RENT.

**ANSWERS**—When the first ring of the door bell is not answered, don't conclude that the folks are not at home.

## ELEVATORS WANTED.

**NORTH DAKOTA**—A good farm to trade for an elevator in Central Illinois or Iowa. Address 49Q25, Grain Dealers Journal, Chicago, Ill.

**WANTED**—An elevator, Iowa preferred, handling at least 200,000 bus. annually, with coal and feed business in connection. Address Marr & Young, Traer, Iowa.

**ELEVATOR FOR SALE**—If you do not find the elevator you want advertised, place your wants in the "ELEVATORS WANTED" section and you will receive full particulars regarding many desirable properties not yet advertised.

## ELEVATOR BROKERS.

**JOHN A RICE** **ELMER N. SMITH**  
Elevator Brokers, Frankfort, Indiana.

**ALWAYS HAVE ELEVATORS** For Sale in the Grain Belt of Illinois and Eastern Indiana. If you are in the market write me fully and I will try to satisfy you.

**JAMES M. MAGUIRE,**  
432 Postal Tel. Bldg., Chicago, Ill.

## CLAYBAUGH-MCCOMAS

Frankfort, Ind. Indianapolis, Ind.  
223 B. of T. Bldg. 601 Board of Trade.  
If you want to buy, sell or trade an elevator write us at either address.

## BUSINESS OPPORTUNITIES.

**WILL SELL OR EXCHANGE** stock in a company manufacturing grain elevator machinery for a grain elevator. Address 49Q9, Grain Dealers Journal, Chicago, Ill.

## WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. READ and USE THEM.

**PREORGANIZATION OPERATING CAPITAL OPPORTUNITY**—Opportunity to become financially and actively interested in the operation of a 700,000 bushel modern concrete granary, located in the Chicago switching zone. Also rural granaries located in Iowa and Illinois. Direct earnings should be not less than 20% net per year, additional to large gain from property equity. Investments in parcels of not less than \$5,000 each will be considered. Charles T. Peavey, 327 So. LaSalle St., Chicago, Ill.

## OFFICE APPLIANCES.

**SAFES**—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

## FLOUR FOR SALE.

**MIXED CARS** of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

## BAGS—BAGGING—BURLAP.

**BURLAP BAGS OF EVERY KIND FOR SALE**; new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.  
WM. ROSS & CO., 409 N. Peoria St., Chicago.



## SITUATIONS WANTED.

**SITUATION WANTED**—Solicitor with large acquaintance among Iowa shippers. Will consider other territory. Address 49P26, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Position as grain buyer; 12 years' experience; excellent reference and logical reason for making change. Address 49P23, Grain Dealers Journal, Chicago, Ill.

**MAN WITH** 22 years' experience in the grain business wants position as solicitor or manager of branch office. A1 references. Address 49P11, Grain Dealers Journal, Chicago.

**YOUNG** married man, experienced in grain and lumber trade, wants position as manager. Now managing line elevator and lumber yard. Address 49Q5, Grain Dealers Journal, Chicago.

**EXPERIENCED** grain man desires position. Well known by the grain trade. 15 years as elevator manager. A1 references. If you want a hustler address 49Q27 Grain Dealers Journal, Chicago, Ill.

**WANTED**—Position as manager and grain buyer; 38 years old, 10 years' experience; have been connected with independent and line houses. Good references. Address 49Q16, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED** as manager in small elevator or second man in large elevator, by married man with 2 years' experience. Have handled lumber. Write M. O. Stone, 1333 B ave. East Cedar Rapids, Iowa.

**MARRIED MAN** wants position as manager of grain and implement company; have had 13 years' exp. in grain business and 17 years in implement business; middle aged. Address 49Q12, Grain Dealers Journal, Chicago, Ill.

**MAN** 31 years old would like a position offering chance of advancement as ability is shown. 3 years' experience in country elevator, college graduate, commission during war, list of references. Address Box 5, Whitmore Lake, Mich.

**YOUNG MAN**, 21, desires position in some branch of the grain business. Two years' experience in elevator and office work. Capable of managing country elevator for line company. Address 49P24, Grain Dealers Journal, Chicago.

**WANTED**—Position by experienced grain man as manager of Farmers elevtr. in Central Ohio; years of exp. in managing elevators, familiar with all markets, understand merchandising. Employed but wish to make change. 49Q10, Grain Dealers Journal, Chicago.

**GRAIN SOLICITOR** wants position in Illinois as grain buyer for some Food Line Company, or will take a job as assistant manager in elevator where a good business is done and wages good, in a good town. Have had five years' experience in the grain business and the post there manager for Farmers Elevator. Wish to make a change in the next 30 days. Am married and 34 years of age. Address 49Q28 Grain Dealers Journal, Chicago, Ill.

## PARTNER WANTED.

**TO TAKE** half interest in established Seed business in Central Ohio. Desire partner who can keep books and will do any kind of work connected with the business. Excellent opportunity for a hustler and hard worker. Address 49P16, Grain Dealers Journal, Chicago, Ill.

## HELP WANTED.

"Please discontinue my adv. in the Journal, of help wanted. I have so many replies that I think I will have no trouble in securing the help wanted." This is from an Iowa elevator operator who ran an ad in this column recently.

## MACHINES FOR SALE.

**BOSS CAR LOADER** for sale; one No. 8. Address A. H. Richner, Crawfordsville, Ind.

**TWO NO. 3. MAGNETIC SEPARATORS** (Invincible Grain Cleaner Co.), in first class condition; price \$30.00 f. o. b. Loudonville. Loudonville Mill & Grain Co., Loudonville, Ohio.

**ELEVATOR BUILDERS:** A surplus number slip form jacks and yokes for sale at 1/2 cost. Latest type Folwell-Sink jacks, A1 condition. G. Poole, Box 4, Decatur, Ill.

**DO YOU WANT A MACHINE** that is not advertised here? Make your wants known in the "Wanted" columns. Someone has the machine you want, but has not started advertising it for sale in the Grain Dealers Journal.

**19" BAUER ATTRITION MILL** with two 10 h.p. General Electric motors, A. C., 60 cycle, 220 volts. Also a Philip Smith Combination Sheller and Cleaner, capacity 350 bu. per hour. Priced to sell. G. L. Watson, Redkey, Indiana.

**DURABLE WIRE ROPE** for sale, for car shovels; cast or plow steel. Manila rope, buckets and everything in elevator supplies.

**PULLEYS**—1,000—for sale. ALL sizes, solid cast iron, wood and steel split. Standard Mill Supply Co., Kansas City, Mo.

## FOUR BARGAINS.

1—10 h.p. Type I, 1200 r.p.m., 220 volt, 60 cycle, 3-phase General Electric Motor, with type CR oil starting compensator.

1—16-20 h.p. Charter gasoline engine, in good condition, with new Webster magneto, at a great bargain.

1—9x14 side crank Atlas engine with throttling governor, also one with automatic governor, both thoroughly overhauled.

**THE KEISER-VAN LEER COMPANY,**  
Bloomington, Ill.

## REAL BARGAINS.

Prompt Attention. Quick Shipments.

When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses, stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,  
9 S. Clinton St. Chicago, Ill.

## SCALES FOR SALE.

"We received a number of inquiries from our ad and have sold the scale," says a firm that ran an ad in two issues recently.

Two Richardson used Hand Compensating Scales for sale; five and seven bushels capacity; good condition. **RICHARDSON SCALE CO.**, 1900 Republic Building, Chicago.

## MACHINES WANTED.

**WANTED**—Track Scale about 100 ton capacity; also steam engine and boiler. Address 48N4, Grain Dealers Journal, Chicago.

**THE SMALL EXPENSE** incurred through the placing of an advertisement in the Grain Dealers Journal is more than compensated for by the results obtained.

## OIL & GAS ENGINES FOR SALE

**FOR SALE**—15 h.p. Fairbanks Z engine, good condition; reasonable. Address P. O. Box 103, Bloomington, Illinois.

**GASOLINE AND OIL ENGINES** of all kinds, sizes and prices can be sold profitably through the "Oil and Gas Engines" columns of the Grain Dealers Journal of Chicago.

## PROTECT YOUR ENGINE.

Does the water from your pump and cooling system automatically drain back into your cistern? Then you owe it to yourself to learn how before you are forced to buy a new engine. Write N. O. Secret, Box 9, Grain Dealers Journal, Chicago.

## INVESTMENT.

**WANTED**—To borrow \$15,000.00 on mill and elevator in Oklahoma. Value of property \$40,000.00. Will pay 7% on loan for term of five years. This is gilt edge loan. For further particulars write 48K7, Grain Dealers Journal, Chicago, Ill.

## SCALES WANTED.

**RICHARDSON AUTOMATIC SCALE** wanted, must be in good condition.

F. Reising & Sons,  
Poseyville, Indiana.

## MISCELLANEOUS.

**GOOD GRAIN CAR** for sale. Price right. Address 49Q24, Grain Dealers Journal, Chicago, Ill.

## BARGAIN SALE ON SHELF-WORN BOOKS.

These books are slightly soiled and shelf worn. To close them out promptly we are offering them at greatly reduced prices.

**Two Wagon Loads Received** books extensively used in recording wagon loads of grain received from farmer patrons. Form No. 380 "special" contains 160 pages of Linen Ledger paper, 20 lines to the page, thus accommodating 3200 wagon loads. Well bound in cloth with Keratol back and corners. Will sell for \$2.00 not including carriage charges. Form No. 381 "special" same as No. 380 "special" except it is check bound and printed on not quite as good paper for \$1.75 plus carriage charges. (Weight 3 pounds.)


**One Double Indexed Car Register**, used to advantage by receivers and carlot shippers. Through its use any car may be found instantly. The double pages are ruled vertically so as to provide a column for each digit. This form contains space for 12,000 cars. Order "No. 40, Special," price \$1.25.

**One No. 4—Storage Receipts**, for keeping record of grain stored for farmers. Contains 47 receipts and 47 stubs. Prevent misunderstandings, avoid disputes, law suits and losses by using receipts. Get this book; it's a bargain. Hurry! Sale price, 35c. Include postage to your postoffice. Order "No. 4 Special."

**One copy Plans of Elevators**, containing the most vital problems confronting the prospective elevator builder in the selection of a house properly constructed to meet the requirements of his business. Corn crib construction, cob burners, scale pits, dust collecting systems, seed handling plants, bleaching towers, belt conveyors and grain elevator offices. This edition contains 500 pages, 94 of which are descriptive matter. Price \$3.00; for this soiled copy sale price but \$2.50. Order "Plans of Grain Elevators, Special."

All prices are f. o. b. Chicago, Illinois.

**GRAIN DEALERS JOURNAL,**  
305 So. LaSalle St., Chicago, Ill.



**EDGAR**  
**Improved Seal**

The number section  
is protected by a safety  
clip

**CHANDLER MOTOR CAR COMPANY**  
Cleveland, Ohio, Says:

"We very much regret our delay in securing this seal, and we feel positive had we used the seals much sooner that it would have saved a great many loss and damage claims."

Ask for samples and prices today

**The Edgar Steel Seal & Mfg. Co.**  
LAWRENCE, KANSAS

DIRECT HEAT OR STEAM CONTINUOUS FLOW MADE IN ALL SIZES

# Randolph Grain Driers

O. W. RANDOLPH CO. TOLEDO OHIO U.S.A.

WIRE PHONE



## SEEDS FOR SALE—WANTED

## SEEDS FOR SALE—WANTED

FOR SALE—New Timothy Seed and Kanred Seed Wheat. Both are fine quality. Southeast Iowa grows the best timothy to be had. Send for samples and prices.

A. D. Hayes & Co.,  
New London, Iowa.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

NEW ORLEANS  
THERE'LL BE A HOT TIME AT  
NEW ORLEANS

Have You  
Seed For Sale?

Do You Wish  
To Buy Seed?

See our "Seeds For Sale—  
Wanted" Department  
This Number

## RED OATS!

WANT TO BUY  
WANT TO SELL  
SHERMAN - TEXAS  
PITTMAN & HARRISON CO.

## HEADQUARTERS

on all  
Imported  
Clover  
Grass and Field  
SEEDS

Julius Loewith, Inc.  
150 Nassau Street New York, N. Y.  
(Formerly Loewith, Larsen & Co.)

Don't stop my Journal, whatever you do.  
Keep it coming; I am lost without it. It  
is as good as a letter from home.—G. W.  
Shreeves, Stony Plain, Alberta, Canada.

Field and Grass  
Seed Trade Directory

ARNHEM, HOLLAND.

Wm. E. Busgers & Co., European fancy natural gr. seeds.

ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale seed merchants.

BUFFALO, N. Y.

Stanford Seed Co., Inc., The, wholesale field seeds  
Whitney-Eckstein Seed Co., wholesale seeds.

CHICAGO, ILL.

Dickinson Co., The, Albert, seeds.  
Illinois Seed Co., The, grass and field seeds.

CINCINNATI, OHIO.

McCullough's Sons, The, J. M., field and garden seeds.

CONCORDIA, KANS.

Bowman Bros. Seed Co., field seeds.

COUNCIL BLUFFS, IOWA.

Ouren Seed Co., wholesale seeds and grain.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.  
Crawfordsville Seed Co., seed merchants.

ELKHART, KANS.

Muncy & Carson, grain and seeds.

KANSAS CITY, MO.

Peppard Seed Co., J. G., wholesale seeds.  
Tobin Seed Co., alfalfa—bluegrass.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, grain and field seeds.  
Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.  
North American Seed Co., wholesale grass & field seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The, Albert, seeds.

NEW YORK, N. Y.

Julius Loewith, Inc., grass and field seeds.  
Nungesser-Dickinson Seed Co., wholesale seed merchants.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, wholesale field seeds.

ST. LOUIS, MO.

Agricultural Seed Co., cow peas.  
Mangelsdorf, Ed. F. & Bro., wholesale field seeds.

ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

SIOUX FALLS, S. D.

North Western Seed Co., wholesale field seeds.

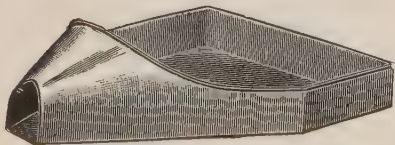
TOLEDO, OHIO.

Churchill Grain & Seed Co., field seed, popcorn.  
Flower Co., The, S. W., seed merchants.  
Hirsch, Henry, wholesale field seed.  
Toledo Field Seed Co., The, clover, timothy.

HAY WANTED.



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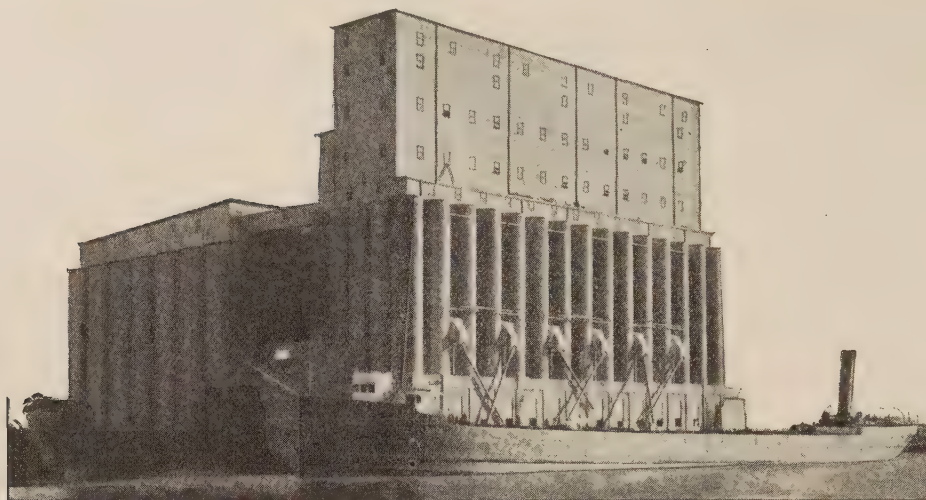
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## GRAIN DEALERS JOURNAL

309 South LaSalle Street, Chicago, Ill., U. S. A.  
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

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**LETTERS** on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

**QUERIES** for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

### CHICAGO, AUGUST 10, 1922

DELAY in rendering account of sales to shippers will not promote future business.

HEAVY LOADING of poor cars increases the necessity of cooping and lining cars more carefully than ever if you wish to avoid leaks in transit.

HAVE you shipped any "heat damaged wheat" on the new crop? What characteristic made the inspector believe its quality was reduced by heat?

THE FEDERAL Trade Commission is still working on the grain trade report requested by the president Feb. 7, 1917, and Vol. 4 of its forthcoming report probably will be off the press when all the present generation is dead.

EXPERIENCED managers of cooperative elevator companies naturally ignore impractical instructions from the inexperienced directors. Too many managers of any enterprise is sure to result in a blundering muddle.

BALTIMORE exporters who resisted the efforts of the Federal Trade Commission to pry into their private business are to be congratulated on the honor conferred upon them in having been made defendants in a suit brought by the Commission to compel giving up their business records and correspondence. While there may be some excuse for requiring reports from railroads and public utility corporations there seems to be no ground to justify espionage over the private business of persons who buy and sell grain, now that the war is over. Autocratic Governments have lost their popularity.

COAL will be so cheap in a few months after the mines get to running that it is folly to stock up with an all winter supply of bituminous.

THE SCARCITY of grain cars and the uncertain markets is causing many country dealers to refuse to buy any more until cars are in sight ready for loading.

MANY NEW firms are reported in our "Grain Trade News" to be entering the grain business. Evidently the large crops are helping to dispel the grain dealers' gloom.

THE GRAIN merchant who tactfully strives to win new customers by interest in their welfare at least gets their good will, and that is a valuable asset when so many agitators are thriving by misrepresenting the useful middleman.

FAILURE to furnish cars resulted in an award of loss of profits to the Hobart Mill & Elevator Co., as stated elsewhere in this number. All other grain shippers who have been discriminated against in the distribution of cars have an equally good claim.

WHEN the established authorities stop the slaughter of men who are willing to work industry may again function normally. Our continent has produced large crops and the regular dealers will expedite their marketing as soon as the carriers are ready to move a large volume.

NUMEROUS fires in country elevators indicate a heavy rush of grain to market as well as unusual carelessness about watching the known fire hazards. Dealers who are anxious to avoid being put out of business for a few months will guard their property more vigilantly than many of those who are now amazed at the high cost of and delay in rebuilding.

THE U. S. G. G., INC., has not handled any grain yet, but its promoters have handled nearly a million dollars of the farmers' money and the creditors' committee is making a bluff at reorganizing in hope of gathering in enough subscriptions to have the U. S. G. G. pay what it owes them. The dead horse now gives off such a repulsive stench we doubt very much that the propagandists will be able to catch any more suckers with U. S. G. G. bait.

THE GOVERNMENT being in need of more fat jobs for broken down politicians has provided by a recent Act of Congress for Federal Certification of quality, grade and condition of fruits and produce of points of origin. The all-wise government officials might grade some of these products correctly at point of origin, but no sane dealer would buy on such grades. Fruit and produce deteriorate very rapidly when they start, so quality and condition at initial point have little influence on destination buyers. The real value of the service to the people seems to have received scant consideration. Persistent governmental interference with various lines of business is extremely repugnant to men of intelligence, who know that personal success has ever been dwarfed by paternalistic coddling. It is not economical for Government to serve in any capacity.

THE GRAIN dealer who hesitates to take fair compensation for his services in marketing grain will seldom derive any profit from the business.

GRAIN DEALERS who become weary and stop kicking against the many abuses heaped upon them by the railroads encourage the traffic officials to try every new and unheard of imposition presented.

THE REALIZATION of the bulls persistent prediction of higher prices for all grains would bring great joy to many country elevator men who have been forced by the car shortage to hold a housefull of grain.

THE CAREFUL reading of "Supreme Court Decisions" and arbitration decisions will not only help dealers to avoid hopeless disputes, but also help to win controversies taken before the courts and arbitrators.

THE COLLAPSE of the new tile elevator at Coats, Kan., reminds us that the proportion of tile elevators which fail is very large when compared to the small number built, and what is even worse those which do stand seldom prove water tight on windy, rainy days.

EXCESSIVE ground rentals may drive country grain dealers to build elevators on their own ground, but the shrewd railroad officials will try to get as much as ever out of the shippers by assessing them for track frontage and maintenance charges. So long as the dealers tolerate extortion they must expect to encounter new forms of it.

ARBITRATION has won new friends and the President of the National Retail Dry Goods Ass'n at its Merchandise Fair in New York City this week recommended the establishment of a Court of Arbitration for the settlement of mercantile disputes. Grain dealers have long recognized the advantages of arbitration and all trade ass'ns now provide for it.

THE SHOPMEN'S strike against the order of the Railroad Labor Board is practically over, as the number of men employed has been increased to about 70 per cent of those at work before the walkout. There is no issue involved at present except the protection of the mechanics who choose to work; and but for the fear of murder by ungoverned mobs the working forces would now be 100 per cent.

DISTRIBUTING CARS on the basis, not of grain in the elevator ready for immediate loading, but on the basis of grain back on the farm, would work against the best interests of the railroad companies and of the grain growers by discouraging the provision of ample storage room at the country stations. Grain in the elevator ready to be spouted into a car and loaded out in a few minutes is in a different position from grain in the farmer's bin 18 miles back in the country and kept there because the wagon road to the station is made impassable by mud. A discrimination against the farmer and in favor of the elevator at the station is fully warranted by the pressing necessity for more storage room at the station, which itself has the effect of easing up the car shortage by providing emergency storage room.



CARS SUITABLE for transporting grain are becoming so scarce on some lines of railroad that alert country elevator operators are demanding that the railroads revive some of their old rules and refuse to place box cars for loading grain unless the shipper has grain in sight in carload lots ready for loading. While scoopers are generous in their promises to both the farmers and the railroads, they seldom make good to either and the result is that everyone suffers through the operations of these fly-by-nights, to the great detriment of the regular merchant who has invested his capital in permanent facilities to expedite the transfer of grain from wagons to cars without waste or delay. If grain dealers are to be encouraged to provide depots for handling bulk grain along the various lines of railroad penetrating the surplus grain sections, then they must be protected in the full use of that property for the benefit of all concerned. The shyster who has no investment except a shovel and a gunny sack is invariably irresponsible and unreliable and should not be tolerated. Many towns throughout the grain surplus states have enacted ordinances against nomadic peddlers and merchants of all kinds, to the great benefit of citizens who have been preyed upon and the local merchants.

### Better Prices for Off Grade Grain.

Grain inspectors have nothing to do with the price paid for grain or the amount of dockage for failure of shipment to earn the grade sold and it is useless to condemn them for the amount of the discount. The buyers will insist upon dictating the amount of the dockage on each shipment inspecting below contract grade so long as shippers persist in delivering what they did not sell. Track buyers discounts are often far more liberal than the discounts suffered by the same grade of grain sold the same day on the central market exchanges. To start with, the track buyers want the grade they bid for, *not* several grades below the contract grade and the more sample grade grain delivered to them, the less they want.

Few shippers get any satisfaction or profit from attempting to deliver off grade grain on contracts for "No. 2 or better." It would be far more profitable for country elevator operators who have but little off grade grain to have it cleaned, dried or conditioned in transit or consigned to a commission merchant, while the country shipper who has much off grade grain owes it to his business to install modern mechanical facilities for putting all grain in prime condition to grade in every market.

Discounts for off grades are increasing at such an alarming rate that none can afford to continue selling such grain on track, the losses are unbearable. Shippers whose heavy discounts prove that they are not sufficiently familiar with the requirements of the different grades to classify their own grain can improve by studying the federal rules, and type samples from the different markets.

Shippers who know the grades yet persist in attempting to deliver off grade grain on contracts for "No. 2 or better," are hopeless and helpless, so must expect to take a disagreeable discount every time they are caught.

Shippers who are really anxious to avoid a heavy loss on off grade grain will not ship it to anyone and grant them the option of taking it at their own price. Lax methods fosters and encourages greed, and brings disaster to the country dealer.

### Canadian Government Control of Wheat Marketing.

The passage by the provincial parliaments of Saskatchewan and Alberta of the act providing for the most rigid war-time seizure of the wheat crops wherever found and their exclusive sale by the Wheat Board promises to give state socialism its first thoroughgoing test on the North American continent. Even the coffee monopoly of the Brazilian government was less drastic.

The act lacks nothing in giving the Board complete authority, every buyer having to be licensed and having to deliver the wheat to the Board on demand. Any holder of wheat may be ordered by the Board to sell and to pass to the producer thereof title to the wheat so sold. A clause enables the Lieutenant Governor in Council to confer any additional powers that may be required to carry out the purposes of the act.

The act is compulsory, depriving the farmer of all control of his wheat crop. He can not dispose of it except to the Wheat Board or its agents. The purpose is to combine all the wheat growers of the two provinces of Canada into one huge wheat pool; and the Dominion government at Ottawa has been requested and has consented to re-establish a Dominion Wheat Board to aid the Saskatchewan Board in exporting its wheat.

The province of Manitoba experimented extensively with the government ownership of interior country elevators and abandoned them many years ago. The grain growers of all the western provinces have for many years conducted co-operative marketing combinations on a grand scale; but this latest venture indicates that the growers are dissatisfied still, even with their own creations.

The additional principle the growers have incorporated in this Act is solely that of compulsion of farmers within the limits of the two provinces, applying only to the purchase of wheat. As to the sale of wheat the Board is in a position very inferior to that enjoyed by the former Dominion Wheat Board. It has not the protection of the fixed price of the United States Food Administration Grain Corporation; and the European governments are getting out of the food control, while individual importers feel no moral obligation resting upon them to purchase at higher prices than are asked by growers in other parts of the world. The new Board will not be favored by control of the milling industry.

The formation of this monopoly is a colossal economic blunder. Its only effect will be to advertise to all buyers of wheat here and abroad that the Canadian wheat growers have joined in an attempt to exact exorbitant prices for their crop. The inevitable reaction will be that buyers will be suspicious of even a fair price for Canadian wheat and will endeavor to satisfy all their wants elsewhere. In the end the Wheat Board will be left with a big stock on hand and no market for it. In the beginning, even, the farmers will not receive the full cash price for their deliveries. No doubt participation certificates will be given for one-half the estimated final return and the grower will have to wait a year for final returns. The former Wheat Board paid a dividend on par-

ticipation certificates of 48 cents per bushel; but the market price then was \$2.63 per bushel. Unquestionably the growers have been misled into expecting the new Board to give as liberal returns. This is impossible. Their first disappointment will be the small size of the check received on delivery to the country elevator. With Russia coming into the market as a big producer next year, no one could afford to pay more than 65 cents per bushel for wheat with the prospect of having to hold the grain a whole year and disposing of it at forced sale for around 80 cents per bushel. After two years the farmers will have learned a salutary lesson in economics. It is regrettable that the regular grain merchants in the meantime should be plagued by this interference with orderly marketing thru legitimate channels.

### The Offending County Agent.

No doubt some county agents stick strictly to their task of helping the farmer to the production of more and better farm products, but many of the agents seem to have entirely lost sight of the work which they were employed to do.

They engage in all sorts of merchandising ventures, oftentimes solely for their personal profit, although ostensibly in the interest of lower prices for what the farmer has to buy and higher prices for what he has to sell. In other words, it is an acknowledged conspiracy against the rest of the public, although all salaries and expenses are paid by the tax payers.

The county agent has become such an extensive offender that he is denounced and exposed at nearly every meeting of merchants. Seed dealers and grain dealers do not hesitate to protest against his merchandising activities and now the politicians, who have discovered that the county agents are working crosswise with their purposes are also denouncing these men who were employed by the government primarily for improving agricultural production.

Some over-zealous county agents in their efforts to carry on the work in which they are interested, have not hesitated to use their post office franking privilege for all kinds of selling campaigns. Inasmuch as this brings the government in direct competition with merchants who support it, the sufferers are naturally protesting most bitterly.

Judging from the many complaints being registered against the offensive activities of the county agents and the little work being done by most of them to foster or promote the cause of better agricultural production, it would seem doubtful if merchants who are fully aware of the work actually done by the agents would assist in securing any more appropriations for their work.

Greatly to the credit of some far-seeing county agents they have stuck closely to the production problems of the farm. All these men have rendered a real service both to the farmer and the general public, but the number who have so limited their activities is so small that merchants generally have come to look upon the county agent as an unnecessary evil.



## Correct Factor for Protein in Wheat and Flour is (N x 5.7).

By W. L. FRANK, SHERMAN, TEXAS.

Reference to the factor to be used in computing protein in wheat as given on page 53 of the July 10th number of the Journal, and a further discussion that appeared on page 116 in the July 25th number.

The correct formula to use in computing protein in wheat and flour is (N x 5.7), in which N is the symbol for nitrogen, and (5.7) represents the factor or number by which the per cent of nitrogen in wheat and flour should be multiplied to obtain the approximate per cent of protein or nitrogenous material present. The factor (5.7) has been recognized as official for flour by the Ass'n of Official Agricultural Chemists. The same factor (5.7), is recognized for both wheat and flour by the American Ass'n of Cereal Chemists. The Ass'n of Operative Millers, a nation wide organization, with a large membership, specify protein in wheat as (N x 5.7), on their association report blanks.

Jago—an eminent English authority—employed the formula (N x 5.68) in computing the amount of true proteins, and the formula (N x 6.25) in computing hydrated proteins in wheat and flour. The factor (5.7) is the one generally used in (wheat) flour mill laboratories, and should therefore be used by all other laboratories when reporting results on wheat and flour.

The Methods of Analysis of the American Ass'n of Cereal Chemists specify the factors to be used in computing the protein content of six important cereals. They are as follows:

Wheat .....	N x 5.7
Corn .....	N x 6.25
Rye .....	N x 5.62
Barley .....	N x 5.82
Oats .....	N x 6.31
Rice .....	N x 6.25

"All determinations to be reported on basis of 13.5% moisture unless otherwise stated. \* \* \*"

Certain laboratories in Texas are reporting protein in wheat as (N x 6.25) and gluten as (N x 5.7). The laboratories in question are primarily cottonseed laboratories. The factor (6.25) is the correct factor for computing protein in cottonseed meal, cake, etc., but it is not correct for wheat or flour. The factor (5.7) is the correct factor for computing protein in wheat and wheat flour, but it is not correct for gluten estimation. The following formula should be used in estimating the amount of gluten in southwestern wheat.

Ninety per cent of (N x 5.7) equals gluten.

Note: See Jones' article on protein in wheat, on page 124 of the July 25th issue of this Journal.

It may be simpler to use the formula (N x 5.13) in estimating gluten in southwestern wheat.

## Refund of Food Administration Assessments.

A recent circular sent out by a public accountant stated that "the assessment made and collected by the United States Food Administration, Division of Enforcement, purporting to represent excess profits made by flour millers on the sale of wheat products from Sept. 1, 1917, to June 30, 1918, is now recoverable." In the same circular it was suggested that claims for refunds should be filed at once to avoid loss under the statute of limitations.

The statements made in the circular were investigated and information given by the Commerce Clearing House shows that as yet no authority for the filing of such claims has been given.

In a communication from Messrs. Kixmiller & Baar, Chicago attorneys, to the Minnesota manager of the Commerce Clearing House it was stated that "On Feb. 28, 1921, the Supreme Court of the United States decided in the case of the United States v. Cohen Grocery Co. that section 4 of the Lever act was unconstitutional."

As the fines collected by the Food Administration were collected under this act, the Ad-

ministration's collections were not legal, but as no provision was made in the Lever Act for the return of the fines, they were kept by the government.

The Department of Justice now admits that the government cannot defend its position in holding the fines collected, and has recommended to the Senate committee on claims the enactment of a law thru Congress authorizing the Department of Agriculture to return the fines.

Until this law is passed and signed by the president, nothing can be done by filing claims to recover the assessments.

## The Ohio Grain Marketing Plan.

From the *Ohio Farmer* of July 17:

H. W. Robinson, president of the Co-operative Union Elevator Company, was kind enough to take us thru the plant and explain some of the little understood points about the Ohio grain marketing plan. "The reason the local elevators can not save thru the present plan of marketing grain," says Mr. Robinson, "is that they do not go far enough to reduce the excessive service charge which is added to the farmer's grain from the time it leaves the farm until it reaches the users of it, whether this outlet be the flour mill or the export agent."

In a tabulation covering a period of 10 years Mr. Robinson found that the difference between the average harvest price at which a large percentage of the Ohio grain crop is sold and the average cash price on the Chicago market was 23 cents per bushel. Allowing nine cents for enough to cover storage, insurance and other necessary charges to cover an orderly marketing program there is, according to Mr. Robinson, 14 cents per bushel which goes to some one simply for service in getting this grain to the consumer. It is here that the Ohio grain marketing plan can justify its existence, according to its promoters.

The foregoing is a plain statement credited to Mr. Robinson that the profits of handling grain thru country and terminal elevator are 14 cents per bushel. That is the bait held out to lure farmers into contributing grain or cash. In some way they are to be rewarded by receiving these 14 cents. Their contribution in the form of cash subscriptions or of grain to be handled are actual, real and tangible, but are the 14 cents anything more substantial than thin air?

Before parting with their grain or cash the farmers of Ohio who fortunately are shrewder than their Western brethren should conduct a careful investigation into the existence of the 14 cents by studying the business of terminal elevators and ascertaining what their profits actually have been. Numerous terminal elevators are in operation, and have been for many years, affording a basis of experience.

Mr. Robinson has been conducting the terminal elevator at Cleveland, O., long enough to have established a record that would be useful as a guide. Will an impartial expert accountant go over all the transactions of the Co-operative Farmers Union Elevator at Cleveland and certify that its net profits have been 14 cents per bushel?

If the profits are 14 cents per bushel why does not Mr. Robinson plaster the State of Ohio with card bids for grain? If he will offer but a half cent more than other buyers he will get every bushel, barring wheat taken by millers, that the freight rates make tributary to the Cleveland market, as the grain shippers in the interior know no sentiment in business, but all, both independent and co-operative, are out to sell for the most money.

Taking shipments from 10 typical points in Ohio and Indiana the Federal Trade Commission found no such profits as Mr. Robinson alleges. In the season 1920-21 the Commission reported the country elevators at those points paid the farmer an average of 145.9 cents per bushel for No. 2 hard winter wheat, which was sold at Baltimore at 175 cents after paying out 21.2 cents for transportation, leaving a margin, according to the Commission, of 7.9 cents. Deducting the 9 cents allowed by Mr. Robinson for expense in handling there was a loss of 1.1 cents per bushel. From the same stations in the season of 1915-16 the margin on actual sales was only 4 cents and the loss, of

course, 3.9 cents. In 1912-13 the margin was 10.8 cents, leaving a profit of 1.8 cents.

The farmers of Ohio have a right to engage in the terminal elevator business just as they can take stock in any legitimate business, but they are likely to be disappointed in the profits, which are so small that they vanish unless the business is conducted with the greatest skill and economy by managers of experience and real ability.

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. B. & Q. 103354 stood in yards at Kansas City, Mo., Aug. 9, leaking white corn at side of car.—H. M. Heinicke.

C. B. & Q. 106353 stood in yards at Kansas City, Mo., Aug. 9, leaking wheat at side of car.—H. M. Heinicke.

C. N. 426,196 loaded with wheat was leaking at door while going north on the C. & E. I. Aug. 5.—T. C. Mooney, mgr. Bongard Grain Co.

B. & O. 185,467 was leaking oats at door while going south on the C. & E. I. Aug. 5.—T. C. Mooney, mgr. Bongard Grain Co.

T. St. L. & W. 7799 passed thru Atkinson, Ind., Aug. 4, eastbound, leaking white oats badly thru crack in side of car caused by parting of sheathing.—E. H. Stimbel, mgr. Atkinson Grain Co.

Southern 14177 passed thru Latimer, Ia., Aug. 3, leaking oats at side of car. The leak was temporarily repaired by our drayman and myself.—H. J. Reed.

C. of G. 25079 passed thru Belshaw, Ind., northbound on the N. Y. C., Aug. 2, leaking corn at door.—C. C. Brown, Belshaw Farmers & Gleaners Elevator Co.

R. I. 36512 was on siding at Colfax, Ia., Aug. 2, with end of car pulled out about eight inches. Was loaded with wheat. Section men transferred wheat into R. I. 39471.—R. F. Agar, Denniston & Partridge Co.

C. & N. W. 79040 passed thru Buffalo, Ill., eastbound, Aug. 2, leaking at end of car.—Lloyd W. Young, sec'y-treas. J. E. McCann Grain Co., Inc.

Wabash 65562 passed thru Buffalo, Ill., Aug. 2, leaking above draw bar and K bolt. Train was eastbound.—Lloyd W. Young, sec'y-treas. J. E. McCann Grain Co., Inc.

C. R. I. & P. 36122 passed thru Turney, Mo., July 28, leaking a stream of wheat at door. Car did not stop so I could not repair it.—H. E. Brenner, mgr. Turney Elevator Co.

I. C. 141813 on local freight going south thru Manito, Ill., July 28, was leaking wheat from side of car at door post. Train was moving, so had no time to repair it.—A. R. Harbaugh, mgr. Smith-Hippen Co.

B. R. & P. 3417 passed thru Dunkel, Ill., July 27, leaking wheat badly at corner of car.—L. A. Tripp, Dunkel Grain Co., Assumption, Ill.

I. C. 38187 passed thru Chesterville, Ill., July 25, southbound, leaking wheat around door on west side.—Miller & Woodcock.

Soo Line 20962 going east on P. C. C. & St. L., July 24, was leaking wheat at door very freely when passing thru Walton, Ind., at 9:30 a. m.—Owen A. Dutches.

A. T. 23909 stopped for a few minutes at Hitchcock, Tex., July 21, leaking wheat at north end of car. Quite a lot had already run out.—H. L. Roberts & Co.

I. C. 142838, eastbound on the C. I. & W. Ry. arrived at Pierson, Ill., July 21, leaking wheat at end of car. The leak was temporarily repaired by our elevator foreman.—A. H. Baker, mgr., Pierson Grain & Sup. Co.

Santa Fe 43578 passed thru Happy, Tex., July 17, leaking grain. Could not determine where leak was as car was moving.—E. D. G.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Insurance Against Riot?

*Grain Dealers Journal:* We note in the Journal of July 25 it is stated that grain shippers of the Southwest are carrying insurance against damage by flood, explosion, violence of mobs, etc., and that shippers are getting this protection for 20 cents per car. Where is this insurance obtainable?—W. P. Ingraham, v p., The Fort Worth Elevators Co., Fort Worth, Tex.

**Ans.:** The grain receivers of the Kansas City Board of Trade are providing the insurance.

### Local Agent Refusing Grain Doors?

*Grain Dealers Journal:* We are located on the C. C. C. & St. L. Railroad and at this time we have a shortage of grain cars and our local freight agent states that he refuses spotting grain cars at our elevator unless we furnish the grain doors at our own expense and not enter a claim against the railroad company for same.

We would like to have the Journal give us light on this matter at once as it may be of use to many subscribers.—The Healy Seed Co., Belle Center, O.

**Ans.:** The railroad companies have a standard rule for agents to furnish grain doors, or to buy lumber locally if no doors are on hand, and the agent in this case must be exceeding his authority in denying cars unless the shipper provides his own doors.

This matter was taken up with the superintendent of the division of the Big Four at Springfield, O., on which this station is located, and he replies under date of Aug. 8: Relative to one of our agents refusing to allow shipper to furnish grain doors at his expense would say this company furnishes grain doors for shipments of grain; but in the event we have not a supply on hand to take care of them and it is necessary to move the grain promptly, there is no reason why we would not entertain such a claim.—P. T. White, superintendent Cincinnati-Sandusky division, C. C. C. & St. L. Ry. Co.

### Should Country Shippers Insure Terminal Elevator Grain?

*Grain Dealers Journal:* I have read the report of the Federal Trade Commission confirming an idea I have had all along that the charge the grain receivers are making at Duluth, Minn., for so-called insurance is an insurance against a liability that does not exist at all.

Until I read the report of the Commission I had no idea the charges amounted to so much as the Commission found, \$69,000 in excess of what the grain commission merchants paid out for the insurance. The Commission does not state whether the total sum taken from shippers in this way amounted to \$169,000 or \$569,000; and I have never heard of any loss being paid under this insurance.

I would like to read in the columns of the Journal how much money in the aggregate has been collected from shippers for this alleged insurance, since it was started 10 years ago, how much was paid to the insurance companies as premium, and how much the insurance companies paid out in losses to shippers.

As I understand it, on other grain exchanges, when a shipper's grain has been sold on the floor that ends it, and the grain and the risk of ownership belongs to the new owner. Let us have light on all this.—O. A. Holmberg.

### Standard Claim Forms?

*Grain Dealers Journal:* Is it necessary that claims for loss of and damage to grain in transit, and for overcharge, be filed on the Standard Form approved by the Interstate Commerce Commission? If so, how can these forms be obtained?—S. M. Thornton.

**Ans.:** Altho the railroads require that claims be filed on the standard form, there does not appear to be any foundation for a statement to the effect that it is necessary that the shipper do this. If the railroad claim agent does not see fit to pay claims, filed on a form other than the standard form, the shipper has the right and privilege of suing.

The adoption of the standard form probably is simply another subterfuge of the claim agents, adopted in the hope of reducing the number of claims presented. It also gives them one more excuse for delaying and rejecting claims.

### License in Missouri to Ship Grain?

*Grain Dealers Journal:* Is there any license required of non-residents of the state of Missouri to buy grain and ship to terminal markets?—C. A. Stuckey, Noulton, Ia.

**Ans.:** Without inviting some scoop shoveler to come into Missouri and go bucking some legitimate grain dealer I would say I do not know of any license that is required of anyone to buy grain in Missouri at any point. The inquirer is evidently confused with some of the regulations of the Grain Corporation which were in effect during the existence of that institution.

Personally I wish that there were some kind of a rule regulating purchasing of grain at points where the buyer has no investment. It would have a tendency to eliminate unfair and unscrupulous competition.—D. L. Boyer, sec'y Missouri Grain Dealers Ass'n, Mexico, Mo.

### False Claims of Farm Agitators Should be Exposed.

*Grain Dealers Journal:* I am inclosing some clippings, one from our county paper, one from the Ohio Farmer, and the Indiana Farmers Guide. It seems that these farm papers and all the county weeklies are loaded up with a lot of farm bureau stuff that seems to knock the businessman all the time.

The farm organization leaders claim they limit their buying to only a few staple supplies, but it seems they are trying to control everything.

If we could get a line or two telling the truth in our county papers in rebuttal of their "dope", it might make the sailing less smooth for them.—D. R. Risser, Vaughnsville, O.

[Elsewhere in the Journal under the caption, "The Ohio Grain Marketing Plan," is published an excerpt from the clippings inclosed, with an analysis exposing its fundamental error. Many country weeklies will welcome convincing proof of the trickery and dishonesty of the promoters of the various schemes for bleeding the farmers. Help disclose the truth and you will help both the weekly papers and the farmers.—Ed.]

### Ridding Elevator of Weevil?

*Grain Dealers Journal:* Several of our stations report finding weevil in the grain and also under the elevator on the ground. Will the Journal please advise us what's being done to rid the elevators of weevil. We have learned of poisonous gases of some kind being used, but in using same, it's necessary to close the elevator up tight and which is almost impossible to do or very expensive. We wondered if there wasn't something more simple that could be used. Have you heard from any elevator owners that have experimented with ridding their houses of weevil, what success they have had?

Should we rid the elevators of weevil, we see no reason but what we would get them again direct from the farmers' granaries.

Would be pleased to receive any information to help us get rid of this pest.—R. E. Jones Co., Wabasha, Minn.

**Ans.:** Both the bisulfid of carbon and the hydrocyanic acid methods of exterminating weevil, and the status of other gases, are given in the Journal of June 25, 1922, page 828.

### Are You "Respected" or "Suspected"?

*Grain Dealers Journal:* Too frequently dealers fail to exact cost and a fair margin for handling grain. They make an investment of \$10,000 to \$30,000 in a plant, keep it open and ready for business every day and buy grain for cash in small or large quantities as the seller may offer. They take their chance on grades, weights, losses in transit, fluctuating markets, etc., for which they should exact a margin sufficient to compensate them.

No business requiring so large an investment operates on a less margin and no set of business men go further to please and accommodate their trade than do the grain dealers, yet with all their good qualities and fine sense of duty, they utterly fail to require and get a safe and sure margin of profit, which the producers should and will allow if the dealer has business judgment and courage to demand it. You should urge all to perform real service, then insist upon a reasonable margin of profit for the services honestly and intelligently performed. The producer respects the man who does this and suspects the one who does business on a non-profitable basis.—Chas. B. Riley, Indianapolis, Ind.

### Radio Rule of Kansas City Board of Trade.

By a vote of 104 to 16 Kansas City Board of Trade voted July 29, to adopt an amendment to the rules governing the use of radio in sending out market reports and letters. The new amendment which will be designated as Sec. 18, Art. VIII, will become effective immediately. The rule in full follows:

No member of this Ass'n shall transmit, cause, or permit to be transmitted, from Kansas City or any other point, by any kind of radio service, in which his own name, the name of the firm, company or corporation he represents, or in which the name of any employee or person in any way connected with him or the firm, company or corporation he represents is mentioned, any market quotations, or reports, or gossip of any kind relating to the grain trade without first having the approval of the board or directors of this ass'n on the recommendation of the radio and market report committees.

The granting of such permission shall be limited to such time and material as the directors of this ass'n may grant.

Any member violating this regulation shall be deemed guilty of dishonorable conduct and for the first offense he and the firm, company or corporation that he represents shall be suspended from the privileges of the floor of this ass'n for ten days; for the second offense, thirty days, and for further violation of this regulation, expulsion from this ass'n.

Taking credit, or allowing credit to be given by radio, personal statement, letter, circular, card, or in any other manner, for furnishing such information for radio service shall be construed as a violation of this regulation.

### Program of the Michigan Hay & Grain Ass'n Meeting.

For the annual convention of the Michigan Hay & Grain Ass'n, to be held at the Durant Hotel, Flint, Mich., Aug. '22, the following program has been arranged:

**Tuesday, Aug. 22, 10 A. M.**—Short automobile trip thru city and trip thru the Buick Factory.

**Tuesday, Aug. 22, 2 P. M.**—Meeting called to order in Ball Room of hotel by the president, Harry Northway, Owosso.

After listening to reports of Board of Directors, Sec'y T. J. Hubbard, Treasurer Albert Reidel and the appointment of committees, the dealers will listen to a discussion of buying grain on its merits and whether it is better to buy wheat on basis of No. 1 or No. 2 grade, paying a premium for No. 1 and discount on lower grades by W. I. Biles of Saginaw.

Methods and time of sowing wheat in Michigan for prevention and extermination of Hessian fly, Prof. R. H. Pettit.

Conditions of the hay market from a shipper's and receiver's standpoint, Frank Young, Lansing.

**Banquet.**—Banquet and entertainment at 7 o'clock in Ball Room of hotel. Address: Wasted Wealth, Rev. M. S. Rice, Detroit.

A TOTAL of 31,614,269 or 29.9 per cent of the total population of the United States, is given as farm population in the report given by the Dept. of Commerce, according to the fourteenth decennial census for the year of 1920.



## Reparation for Loss of Profits Due to Failure to Furnish Cars.

The Hobart Mill & Elevator Co., Cold Springs, Okla., filed complaint against the St. Louis-San Francisco Ry. Co., Dec. 16, 1921, alleging the railroad discriminated against the elevator company in the matter of distributing cars, thereby causing the elevator company a loss.

After a previous hearing had been held, the Interstate Commerce Commission decided in favor of the plaintiff June 26, 1922, and ordered reparation to be made of \$1,040.

The decision of the commission No. 11441 follows in full:

In our former report herein, 61 I. C. C., 192, we found that the defendant's practice in the distribution of cars for grain loading during the period from July 1 to Dec. 1, 1919, resulted in undue prejudice to complainants, who own and operate a grain elevator at Cold Springs, Okla. The record indicated that the complainants should have received eight cars more than the defendants furnished them, but was insufficient to enable us to determine the fact and amount of damage. On petition of complainants, the case was assigned for further hearing on the question of damages. The record as thus supplemented is now before us.

The 17 cars which complainants shipped during the period above designated averaged 1,332 bus. of wheat per car. Using the same average for estimating the capacity of the 8 cars wrongfully withheld—and no circumstances appear to make this improper—the volume of business represented by the cars withheld would be 10,626 bus. Complainants could have bought, handled, and disposed of that additional quantity of wheat at Cold Springs during the five months' period. Their actual purchases were made at from 15 to 20 cents per bu. below what their current market advices indicated they could sell for f. o. b. Cold Springs. But the period turned out to be one of rapidly increasing price, so that the margin realized from deferred sales exceeded the current margin on which the purchases were made. During the five months' period here involved, complainants bought 30,396 bus. of wheat at an average price of about \$1.80 per bu., and sold 22,648 bus. at about \$2.04 per bu. But both the current margin on which purchases were made and the margin actually realized are gross, and do not furnish direct measures of complainant's damage. The expense incurred for insurance, cleaning of cars and incidentals amounted to approximately 1.5 cents per bu. on the wheat purchased; but there is no evidence relative to other expenses of conducting the business, such as the cost of elevation and loading, interest on capital outlays and the expense of management. But the record is sufficient to give rise to the conclusion that as to the volume of business denied to complainants, the current gross margin between buying and selling was in much the greater part a loss because of the constant factors of management and fixed capital, tho no doubt the reduction in business resulted in some reduction in work and probably a pro rata reduction on fluid capital and risk.

Complainant's chief witness at the further hearing, who made the sales of the 17 carloads of wheat and under whose direction the accounts were kept, testified at the former hearing that during the five months complainant's profit was about 10 cents per bushel. The record gives no explanation of the sense in which "profit" was there used nor any detail of its calculation, but the record is clear that 10 cents per bu. was then held by complainants to be the direct measure of their damages. In the complaint they allege \$130 per car to be the average profit in the purchase and sale of wheat and base their prayer for reparation on that figure.

We find that the practice of defendants herein found unduly prejudicial damaged complainants in the sum of \$1,040, and that they are entitled to reparation in that sum, with interest from the date hereof.

It is ordered that defendant, James C. Davis, Director General of Railroads, as agent, be, and he is hereby, authorized and directed to pay complainants, Hobart Mill & Elevator Co. and George B. Tarr, on or before Sept. 14, 1922, the sum of \$1,040, with interest thereon at the rate of 6 per cent per annum from the date hereof, as reparation on account of damages sustained due to improper distribution of cars for grain loading.

A BILL has been introduced into the Sobranje authorizing the Bulgarian Agricultural Bank to contract with an American concern for the construction of the ironwork on a series of elevators of 160,000-tons collective capacity. This plan is only tentative and has not yet been definitely approved by the Bulgarian authorities.—Commerce Reports.

## Coming Conventions.

Aug. 22. Michigan Hay & Grain Ass'n at Flint, Mich.

Aug. 24, 25. New York State Hay and Grain Dealers' Ass'n at Syracuse, N. Y.

Oct. 2, 3 and 4. Grain Dealers National Ass'n at New Orleans, La.

## Oregon Association Meets.

On July 8, Willamette Valley Grain Dealers Ass'n held its annual convention at Salem, Oregon.

As is usual at every meeting, discussions were held for the purpose of determining grading of grain and fixing of rates for the mutual protection of the warehouse men and grain dealers of the state. Particular attention was given to the matter of uniform warehouse and cleaning charges for this year's crop.

M. Senders, Albany, was elected pres. for the coming year, succeeding C. B. Buchanan of Hillsboro. P. W. Geiser, Salem, was elected vice-pres., and Wm. Harde of Portland, sec'y-treas.

## "Get Acquainted" Meeting at Ogden.

From five western states, Utah, Idaho, Montana, Wyoming and Nevada, came 72 grain dealers and millers to attend the "Get Acquainted" meeting sponsored by the Grain Exchange, July 28, at Ogden, Utah.

The morning was spent by the dealers attending the opening of the trading floor and participating in the first deals at the exchange headquarters.

At night a banquet was held at the Weber Club, where after a hearty repast the dealers were addressed by various speakers.

J. F. Welch, federal supervisor of grain inspection, gave statistics regarding the market and its wonderful growth, saying that in 1918 there were but 1,747 inspections, whereas in the fiscal year just past the inspections numbered 12,794, samples reviewed were 3,000 and intermarket reports were made on 2,500 cars.

E. R. Alton, pres. of the Grain Exchange was toastmaster at the banquet which was given under the auspices of the chamber of commerce.

Acting upon someone's suggestion, those present voted to make the meeting an annual event and arranged to hold another next year.

## Death of F. S. Cowgill.

While chatting with friends on a veranda of the Skokie Country Club at Glencoe, Ill., on the evening of July 29 F. S. Cowgill suddenly fainted and dropped dead from heart failure. With his wife he had formed a party attending the opening of a new dance floor, and after a dance took a seat on the veranda.

Frank S. Cowgill was born at Springfield, Ill., Aug. 22, 1866, and after training in the local schools entered the employ of a dry goods firm. Leaving this connection soon he went with Bartlett, Frazier & Co. as auditor of their line of country elevators in Illinois. He also looked after these houses in a general way.

With J. H. Ridge he organized the Trans-Mississippi Grain Co., at Omaha, Neb., Sept. 1, 1897, as a subsidiary of the firm of Bartlett, Frazier & Co., was made pres. and manager and went to Omaha to reside. Later he was elected pres. of the Omaha Grain Exchange and served as a director and second vice pres. of the Grain Dealers National Ass'n. In 1898 he was married to Mildred Adams, who survives him, with one son, Winston, now traveling in Europe.

Six years ago he was called from Omaha to take the place of H. E. Rycroft as vice pres. of the Bartlett, Frazier Co., at Chicago, a position he held at the time of his death. He was a member of the Chicago Board of Trade, of the Union League and several other clubs.

The funeral services were held Aug. 1 at the family residence and the remains were placed in a vault at Rose Hill.

## Creditors Reorganize U. S. G. G., Inc.

The creditors' com'te formed by the mid-west farm buros, appointed to investigate the U. S. Grain Growers, Inc., has decided that the affairs of the grain marketing organization were getting too deeply involved under the present management and demanded the resignations of the old guard.

The heads chopped off were those of C. H. Gustafson, Frank M. Mvers and James K. Mason, and all the others except R. A. Cowles, W. R. Crowther, T. I. Ferris, H. L. Keefe, A. J. McInnis, Chas. B. Steward and A. G. Burgeson, who are retained as directors, with the following new members: Howard Leonard, John F. Boland, Ralph Snyder, John G. Brown, Chas. W. Hunt, O. E. Bradfute, J. F. Reed, and Geo. McKerrrow. The change was announced at Chicago Aug. 8.

In view of the sad financial experience of the United States Grain Growers it was thought advisable to enlist the aid of such bright minds as Barney Baruch, the Wall Street speculator, who, with Alex. Legge, pres. of the International Harvester Co., and Frank O. Wetmore, pres. of the First National Bank of Chicago, have accepted appointments as an advisory com'te of three on finance.

B. F. Hales, of Chicago, who had been credited with having promised to extend substantial financial assistance to the marketing agency, has notified the officers that he can not carry out any such contract.

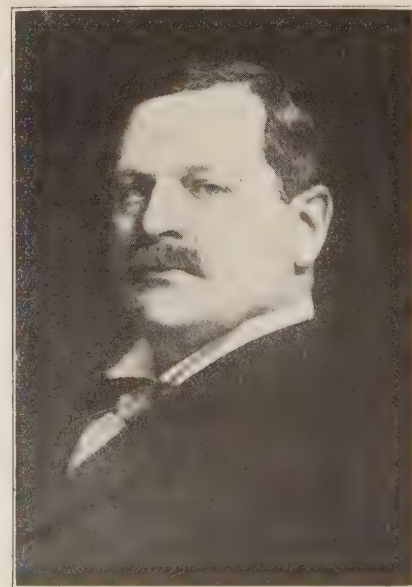
Under the new management an executive com'te of three, composed of E. H. Cunningham, of Iowa, R. A. Cowles of Illinois and J. F. Reed of Minnesota, will have practical control, and will control the subsidiary sales corporation.

The inauguration of sales thru the new organization has been postponed until Sept. 1.

The auditors' report on the financial affairs of the U. S. Grain Growers, Inc., on July 26, 1922, showed the total liabilities to be \$394,582.75. Assets totaling \$109,315.48 were reported, leaving a net deficit of \$285,267.27.

The Farmers' Finance Corporation is in status quo.

It is stipulated that the resignation or withdrawal of any officer or director of U. S. Grain Growers, Inc., or any of its subsidiaries will not release any such officer or director or former officer or director from his full legal responsibility.



F. S. Cowgill, Chicago, Ill., Deceased.



## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Dealers Should Pay Premium for Garlic-free Wheat.

*Grain Dealers Journal:* On page 58 of the Journal for July 10, 1922, you quote me as saying, "the dealers in the 'Pocket' counties are bothered with garlic more than the others and they should make an agreement among themselves to buy only garlic-free wheat." That was not my statement. What I did say was that the price paid for wheat in the "Pocket" counties is really based on garlicky wheat since the majority of the wheat received in that area is garlicky. On that account the farmers who sell garlic-free wheat usually receive the same price for it as his neighbor gets for garlicky wheat. Consequently there is no real incentive for the farmers to produce garlic-free grain. I urge that a premium be placed on the garlic-free wheat, thus giving the farmers an incentive to market wheat free of garlic. —A. A. Hansen, Purdue University, Lafayette, Ind.

### Users of 6.25 Deserve to Be Criticised.

*Grain Dealers Journal:* Your discussion that appeared on page 116 of the July 25 issue admits of misinterpretation in that you make it appear that (6.25) is a proper factor to use in computing protein in wheat. Henry's Feeds and Feeding definition of protein applies to feeds, and not to milling wheat. Webster's definition of protein is a general statement that applies to all substances rather than to a specific group of proteins such as are found in wheat. It is evident that Webster gives only an approximate factor from the statement quoted on page 116 of the Journal.

Only a comparatively few laboratories use (6.25) as a factor for protein in wheat, and as far as I know, not one of them is a mill laboratory. The reason they use (6.25) is obvious, and they deserve to be severely criticised for not following the Cereal Chemists Ass'n methods.—W. L. Frank, chief inspector and weighmaster, Sherman Grain & Cotton Exchange, Sherman, Tex.

[The amount of protein in wheat is not invariably and exactly 5.7 times the nitrogen. It may be 5.6 or 5.9, which brings us back to the point that the chemist who measures nitrogen and talks in terms of protein is assuming something. What he does know about a certain sample of wheat in hand is that it contains a certain percentage of nitrogen; and he does not know EXACTLY how much protein it contains.—Ed.]

### Cap & Tinch May Save the Wheat.

*Grain Dealers Journal:* The way some of our legislators are going at things reminds me of the young doctor who went West to practice. An old friend met him one day and asked him how he was making out. "First rate," he replied. "I've had one case." "What was that?" asked the friend. "It was a birth." "How did you succeed with the case?" "Well, the woman died, and the child died, but I think I'll save the old man."

A good many think the Capper-Tincher Bill will kill the price of wheat and the grain dealer, but it may save the wheat. When you are playing the game you've got to do some guessing on the other fellow's "hole" card. It's not a wild guess if they succeed in making it a crime to buy or sell grain without paying a big toll to the Government or get permission to do so from the Secretary of Agriculture.

A lot of customers wont go to all that trouble and the grain biz will narrow down to a few personal friends. For instance, "Cap"

and "Tinch" might start a couple millions piggly-wiggly bakeries themselves throughout the world and "Cap" might have a bad taste some morning and say, "Tinch, what did we pay for wheat yesterday?" Tinch will say, "10c a bushel, but it was high protein." Cap will say, "Cut the price nickle—we only get 8c a loaf for bread." If that isn't their "hole" card, why are they so anxious to limit the customers in the grain business?—B. C. Christopher & Co., by Tod Sloan, Kansas City, Mo.

### The Correct Factor for Determining Percentage of Protein.

*Grain Dealers Journal:* Referring further to the question of nitrogen factor for protein, as discussed in your Journal of July 25th. In the answer to this question which you give, it appears that the present authority for the factor 5.7 is overlooked. On page 167 of the Official and Tentative Method of Analysis, of the Association of Official Agricultural Chemists, issued in Washington, in 1920, it states as follows, under the head of "Wheat Flour": "Multiply the percentage of nitrogen by 5.7 to obtain the percentage of protein."

The state laws of many of the states permit the use of the factor 6.25 for testing the amount of protein in all feedstuffs, and many millers use the amount of protein found by this factor in stating the analysis on their packages. It has a somewhat wider significance than in obtaining the amount of protein only, for in determining the amount of carbohydrates, the official method is to subtract the sum of the moisture, ash, protein, fat and crude fibre from 100, so that any error or variation which may be shown in the amount of protein present, would produce a corresponding error or variation in the amount of carbohydrates.

It has been the custom at the Columbus Laboratories for many years, in reporting on bran and shorts for feeding purposes, to give the protein as calculated, by multiplying the nitrogen by 6.25 and also by multiplying the nitrogen by 5.7, giving the corresponding carbohydrates in both cases. The attitude of the United States Department of Agriculture on this subject is clearly set forth in the following extract from "Service and Regulatory Announcements," published in June, 1914:

#### Calculation of Gluten or Protein in Gluten Flour and Other Wheat Products.

Dear Sir—It is still the practice of many manufacturers and dealers in cereal products to calculate the percentage of protein or gluten in wheat flour and gluten flour by multiplying the percentage of total nitrogen in the product by the factor 6.25.

At the time of the adoption of certain food standards by this department (see Circular No. 19, Office of the Secretary of Agriculture), this factor was generally used, but subsequent investigations have shown it to be incorrect, and in 1911 the Association of Official Agricultural Chemists adopted the factor 5.70. Regulation 4 for the enforcement of the Food and Drugs Act prescribes the methods of analysis adopted by that association for the examination of food products in connection with the enforcement of that act.

It is, therefore, the opinion of this bureau that all statements of protein or gluten content on labels of wheat, flour, gluten flour, or other wheat products should be calculated by multiplying percentage of nitrogen as determined by the Kjeldahl or Gunning method, by the factor 5.70, and after June 30, 1915, this bureau will regard as misbranded such products in which an excessive amount of gluten or protein is declared on the label owing to the use of the incorrect factor 6.25.—Signed, C. L. Alsberg, Chief.

Very truly yours, The Columbus Laboratories, G. L. Teller, Chicago, Ill.

"DURING my recent motor trip over a farming area of 150 miles around Sioux Falls, S. D., I have seen more teams at work than for the past four years. In all my trips I have seen but nine tractors actually at work in the field and only one of these was being used in soil preparation. Farmers generally are realizing that low priced grain and hay makes the use of animal motive power more economical than the use of tractors this season at least, and are acting accordingly," says H. G. McMillan, editor of Farmer and Breeder.

### Many Rates Changed by Illinois Unit Basis.

The ruling by the Interstate Commerce Commission July 29 that for the purpose of fixing grain rates all parts of Illinois should be considered as located in the eastern rate region will affect hundreds of rates to the Ohio River, to New Orleans, and from Minneapolis and the Dakotas. These rates were based on the rate from Peoria to St. Louis, which was 7½c and on Jan. 1 became 6½c on wheat and 6 cents on corn. Under the new basis the Peoria-St. Louis rate will be 7 cents on all grain, as soon as the tariffs to be issued by the carriers are made effective, the Commission requiring the 30 days' notice in this case.

Hitherto, for rate making Illinois was divided by a line running along the Illinois River to Pekin and thence along the Santa Fe Road to Chicago. When the carriers made their 14½ per cent reduction on wheat, hay and straw and 21½ per cent on corn, oats, rye and barley they applied only to the local interstate rates from Western Illinois. For the proportionals on which grain to Chicago is worked the reduction amounted to only 10 per cent, so that from Northern Illinois Milwaukee enjoyed a better rate than Chicago and from Western Illinois St. Louis had an advantage over Chicago.

A petition against this situation was filed with the Interstate Commerce Commission in May by J. S. Brown, manager of the Transportation Department of the Chicago Board of Trade. The Illinois State Commerce Commission desired the line to be moved east to the Indiana-Illinois boundary, and initiated the complaint, while the railroads desired to move it back to the Mississippi River, where it was originally. In his brief Mr. Brown stated: "We express the belief that it is for the best interests of all concerned that the State of Illinois be treated as a unit in the making of rates," and in the decision the Commission did so.

### I. C. C. Rules Against Exchange.

In deciding a complaint brought by the St. Louis Merchants Exchange against the wartime director general of railroads, involving the B. & O. and others, the Interstate Commerce Commission decided against the exchange in favor of the railroads.

The commission stated that the defendants' failure to compensate the exchange for weighing cars of grain at St. Louis and E. St. Louis was not unreasonable or otherwise in violation of the interstate commerce act, and also that the practice of the defendants in making allowances for certain clerical work at Chicago, and refusing to make similar allowances at St. Louis was not unreasonable or in violation of the interstate commerce act.

### Defendants Are Selected in Grain Case.

The Federal Trade Commission has selected H. C. Jones & Co., Inc., Hammond, Snyder & Co., Inc., and the Baltimore Grain Co., all of Baltimore and members of the Chamber of Commerce there, to be defendants in a case to test the constitutionality of the law under which the Commission assumes to require grain exporters to submit their private business records to the scrutiny of the Commission.

The Commission has filed in the United States Court at Baltimore petitions for writs of mandamus, compelling the defendants to deliver into the Commission's hands, such letters, telegrams, etc., that may relate to their business in interstate commerce. Defendants are awaiting the court's pleasure to make reply.

Counsel for the petitioners are Harry M. Daugherty, attorney general of the United States, and Robert R. Carman, district attorney of the United States. For the defendants, Brown, Marshall, Brune & Parker are the attorneys.



## Chicago Board of Trade at Pageant of Progress.

A miniature grain elevator complete in every detail and demonstrating how grain is handled in the Chicago market is one of the mechanical achievements of the Pageant of Progress.

Three thousand bolts and 4,500 rivets were used in the construction of the aluminum elevator which is built on a scale by which every bushel passing through represents 1,000 bushels in a full sized elevator. The model, with moving machinery, tracks and other equipment, was designed by and built under the supervision of Joseph A. Schmitz, assistant weighmaster of the Chicago Board of Trade. Work has covered a period of two years.

The Chicago Board of Trade exhibit shows that if all the grain weighed by this department of the Board of Trade in a year were placed in forty-foot cars, 1,200 bushels to the

car, a solid train would stretch from New York to San Francisco and part way back, or a total distance of 3,500 miles. The yearly average for five years is placed at 551,001,803 bus., which is equivalent to ten per cent of all the grain grown in the United States.

Other features of the Board of Trade exhibit trace the growth of Chicago as the hub of world grain trade. They show how the Board was created back in the middle of the nineteenth century by a little group of struggling grain merchants; how it has helped in the upbuilding of the giant granary Chicago, and how through the natural evolution of commerce it developed the hedging or price insurance facilities which made it a world service to the producer and consumer.

Scientific testing of grain, radio broadcasting of market quotations, and a display of samples that won high honors at the Interna-

tional Grain and Hay Show which the Board of Trade has made possible through an annual \$10,000 prize list to the farmers, are also included in the exhibit.

## Protect Your Interests from Strike.

By OWEN L. COON.

As the railroad shopmen's strike continues, box car equipment, never too good, is deteriorating and motive power is decreasing in efficiency. This is inevitable. Railroad clerks and other mechanically inexperienced employees cannot efficiently fill the positions of skilled mechanics.

How is this going to affect you? In the first place, more grain will be lost in transit from defective equipment. In the second place, cars will be delayed in transit and the advantage of higher markets in many cases will be lost.

As one looks back on the course of prices during the switchmen's strike starting the first week of April, 1920, you cannot help but notice how during April and the first part of May prices were on the increase. The majority of the cars being delayed in transit, few reaching market, and the decreased supply of grain reaching terminal markets caused a sharp upturn in prices. As cars finally started to come through from side tracks where they had been setting for many days, prices began to decline as increased receipts met the demand.

The beginning of the financial readjustment of 1920 contributed to the decline in prices, but it appears safe to assume that even disregarding the effects of such financial readjustment as started in 1920 from other causes, the increased receipts of grain that always occurs when a congestion of freight is being overcome cannot help but have a depressing influence on the market, thus causing many of such cars that have been delayed to sell on a lower market than if they had arrived at destination on time. It will take the present shopmen's strike a longer time to cause a congestion of freight similar to that which accompanied the switchmen's strike of 1920, but the longer it lasts, the more bad order cars loaded with grain in transit will increase and the more certain it is that the same effects will at least be felt as in 1920 with the inevitable claims for decline in market due to delay in transit.

How then are you going to protect your interests in such a situation?

1. Preserve your car order records.
2. Preserve your duplicate bills of lading. Attach them to your account sales, weight tickets and inspection certificates as they are received from your commission firms and file them away carefully.
3. After the situation has passed, have these records audited by some one—expert in such matters—for all declines in price, possible delay claims and railroad claims of whatsoever nature.

Remember, that it is you, the shipper, who "pays the freight" at an abnormally high rate, a rate which should buy you good equipment and good service, instead of the poor power, slow time, congested yards and run down box cars, which takes away your profits and sometimes even more. No part of this controversy is your fault and yet you "pay the bill."

Every possible moral and legal right to recoup your losses that arise from this situation is yours. Use the time to preserve your records of shipment in full detail as described, then see that the proper claims are filed on all cars where there is money due by someone versed in such matters and at no time be talked out of your just dues.

ALL WHEAT purchased by the Swiss government will be bot thru the grain dealers of Switzerland, instead of the government making its own purchases as it has been doing since 1914. Each grain dealer will receive an equal share of the business. On this account a number of Swiss grain merchants are seeking the agency of an American firm. In 1921 the Swiss government imported wheat from the United States valued at \$34,762,581 and in 1920, \$33,238,697.

## Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for September delivery at the following markets for the past two weeks have been as follows:

## SEPTEMBER WHEAT.

	July 25.	July 26.	July 27.	July 28.	July 29.	July 31.	Aug. 1.	Aug. 2.	Aug. 3.	Aug. 4.	Aug. 5.	Aug. 7.	Aug. 8.	Aug. 9.
Chicago	107½	107	108	108½	107½	105¾	105½	105½	105½	108½	107	105¾	106	105
St. Louis	110	109½	110½	110½	110½	108¾	108½	108½	108	110¾	109½	110	110	109
Kansas City	99½	99½	100½	100½	100½	98	98½	98½	97½	100½	99½	98¾	98½	97½
St. Louis	104½	104	105½	105½	105½	103¾	103	103½	103½	106½	105½	103¾	104½	103¾
Minneapolis	113½	113½	114½	114½	114½	111½	112	111½	111½	114	113	112	111½	110¾
Duluth (durum)	99½	99½	100½	100½	100½	97½	96½	95¾	95¾	97	96½	95	94¾	93½
Winnipeg (Oct.)	113½	113½	114½	114½	113½	110¾	106½	109¾	109¾	111½	110	108¾	108¾	107½
Milwaukee	107½	107½	108½	108½	108	105½	106	105½	105½	108½	107	105¾	106	105

## SEPTEMBER CORN.

	July 25.	July 26.	July 27.	July 28.	July 29.	July 31.	Aug. 1.	Aug. 2.	Aug. 3.	Aug. 4.	Aug. 5.	Aug. 7.	Aug. 8.	Aug. 9.
Chicago	62½	61½	62½	63½	62½	61½	61½	61½	61	62½	61½	60½	60	58½
Kansas City	54½	53½	54½	56½	55	53½	53½	52½	52½	53½	52½	52½	52	50½
St. Louis	62½	61½	62½	63	62½	61½	60½	60½	60½	61½	60½	59½	59½	57½
Milwaukee (Dec.)	58½	57½	58½	59½	58½	57½	58½	57½	57½	58½	57½	57½	56½	54½

## SEPTEMBER OATS.

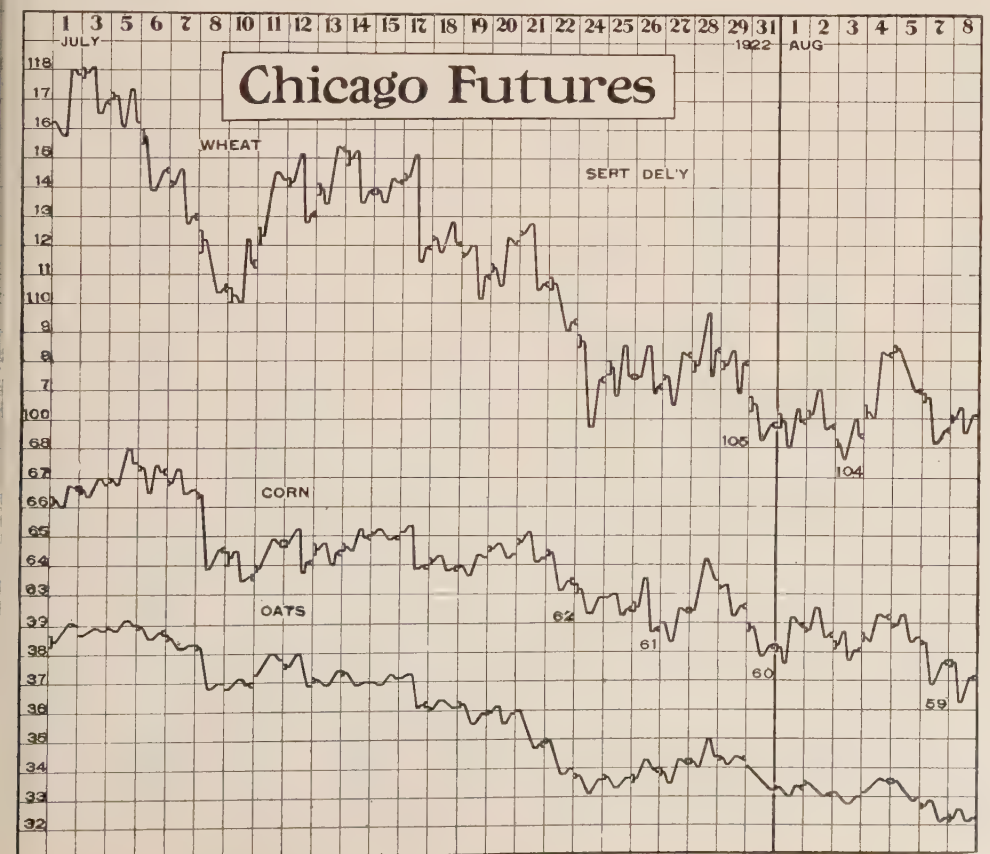
	July 25.	July 26.	July 27.	July 28.	July 29.	July 31.	Aug. 1.	Aug. 2.	Aug. 3.	Aug. 4.	Aug. 5.	Aug. 7.	Aug. 8.	Aug. 9.
Chicago	33½	34	34½	34½	34½	33½	33½	33	33	33½	32½	32½	32½	31½
Kansas City	32½	33½	33½	33½	33½	33½	32½	32½	31½	32½	32	32	31½	31½
St. Louis	34½	34½	34	34½	34½	33½	33½	33½	33½	34	33½	32½	32½	32½
Minneapolis	29½	29½	29½	30½	30	29½	29½	28½	28½	29½	28½	28	28	27½
Winnipeg (Oct.)	44½	44½	45½	44½	44½	43	42½	42½	42½	42½	42½	41½	41½	40½
Milwaukee	33½	34	34½	34½	34½	33½	33½	33	33½	33	32½	32½	32½	31½

## SEPTEMBER RYE.

	July 25.	July 26.	July 27.	July 28.	July 29.	July 31.	Aug. 1.	Aug. 2.	Aug. 3.	Aug. 4.	Aug. 5.	Aug. 7.	Aug. 8.	Aug. 9.
Chicago	78½	78½	78½	78½	78½	75	72½	73½	73½	74½	74	73½	72½	72½
Minneapolis	71	70	70½	70½	70½	67½	66½	65½	65½	67½	67½	65½	65½	65½
Duluth	75½	75½	75½	75½	75½	72½	71½	70½	70½	72½	71½	70½	70½	70
Winnipeg (Oct.)	76½	76½	76½	76½	75½	72½	71½	71½	71½	73½	72½	70½	70½	70½

## SEPTEMBER BARLEY.

	July 25.	July 26.	July 27.	July 28.	July 29.	July 31.	Aug. 1.	Aug. 2.	Aug. 3.	Aug. 4.	Aug. 5.	Aug. 7.	Aug. 8.	Aug. 9.
Chicago	61	60	57½	57	57½	56	55	55½	55½	56	55½	55½	55½	55
Minneapolis	50½	50½	50	50½	50½	49½	49½	49	48½	49½	48½	48	47½	47½
Winnipeg (Oct.)	58½	58½	57½	57½	57½	55	55½	55	55½	55½	55½	54½	54½	53½





## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### ARKANSAS.

Pine Bluff, Ark., Aug. 2.—Corn crop in this territory is a failure, probably not 40% of a crop.—Hightower Grain & Feed Co.

### ILLINOIS.

Bentley, Ill., July 28.—Yields have been light, wheat ranging from 12 to 25 bus. per acre, mainly from 15 to 20, but of good quality.—Chester O. Mecum, mgr. Bentley Farmers Elevator Co.

Manito, Ill., July 28.—Wheat is of good quality, averaging 12 to 20 bus. per acre on high land and from 20 to 30 bus. on low land. In the Spring Lake district, wheat is making from 35 to 48 bus. per acre. Oats crop is very light.—A. R. Harbaugh, mgr. Smith-Hippen Co.

Springfield, Ill., Aug. 2.—There were good showers in the central and south-central areas, but elsewhere the precipitation was rather light. Corn was much benefited by the rain. Corn has made good progress, and its condition varies from fair to excellent. It is earing well. The threshing of winter wheat continues and is nearly completed in the southern counties. Farmers have nearly finished the cutting of oats, and threshing operations are general. Fall plowing has begun in the southern part of the state.—Clarence J. Root, meteorologist.

Springfield, Ill., Aug. 7.—Corn made good progress, due to extensive showers. Early corn is fine and earing favorably as a rule, but late corn handicapped and will need ideal weather. Many counties in the west central and southern areas need further rains to maintain present condition and to retard insect activity. Winter wheat and rye reports show 85% of threshing completed in the southern half, and about two-thirds done in the northern half of the state. Wheat yields vary widely, ranging from 5 to 20 bushels in the south to 15 to 30 bushels in the north as a rule. Quality is uneven in the south, but improves northward and is about average for the state. Marketing is fairly liberal where cars have been available. The harvesting of spring wheat, oats and barley is practically finished in the north. Spring wheat prospect shows little change from the July 1st estimate. Oats and barley prospect was improved somewhat by July rains in the north and some good returns have been made in that area. Oats crop poor in the southern area. State crop disappointing. Barley is a fair crop.—A. J. Surratt, agri. statistician.

Chicago, Ill., Aug. 1.—Corn condition on Aug. 1 is 83.7, a decline of 2.5 points during July. Average of 5.6 for the same month during a series of years. The returns indicate a crop of 2,929,000,000 bus., an increase of about 70,000,000 bus. over July forecast. The crop has passed its critical period under exceptionally favorable weather conditions and appears to be earing heavily. Threshing returns of winter wheat show an average yield of a trifle below previous indications and give a total crop of 558,000,000 bus. Spring wheat is maturing without any serious general rust losses the damage in spots is apparent. The average condition is 82, indicating a crop of 1,198,000,000 bus. Total 831,000,000 against an official forecast last month of 817,000,000. The condition of oats at harvest is reported at 72.5, a decline of 4 points during July with a crop of 1,198,000,000 bus. The crop is very irregular in yield. The general quality of the crop is much superior to that of last year.—Snow-Bartlett Frazier Crop Report.

Chicago, Ill., Aug. 5.—The great grain belt (Ill., Ind., Ohio, Wisc., Ia., Mo., Kan., Neb., Minn., S. D. and N. D.), as a whole, has made good progress during the past week. Weather as a general thing has been favorable for various farming operations, and in the more northerly states harvesting of small grains is progressing satisfactorily. There are, however, some sections in Ohio, Indiana, Michigan, Missouri, Kansas, Nebraska and Minnesota which need rain for growing crops. Most of the hay crop in these states has been gathered, and ranged all the way from fair to excellent; it is a large crop. Oats, with the exception of the more northwesterly states and the states of Michigan and Wisconsin, leaves much to be

desired; the crop is light in practically all of the states with the above exceptions. Wheat ranges all the way from fair to good. Illinois reports some winter wheat yields of 25 bus. per acre, Ohio 8 to 12 bus.; Missouri 12 to 20 bus.; some sections only 5 to 8. Kansas from 2 to 35 bushels, with a probable average between 12 and 15. South Dakota 20 to 25 bus. As not all of the threshing has yet been done, and in some instances the harvest has not yet been completed, it is still too early to say just what the average yield will be. The interesting crop at the present time in these states, corn, by states ranges as follows: Illinois good to very good, although a little backward. Indiana prospects fair to good, but a little late. Ohio, all the way from poor to very good; needs rain in the south and southwest portions. Wisconsin from fair to good generally; some sections fair to poor. Iowa, all corn is looking fine and promises to be a very large crop. Missouri, as a general thing corn looks fine, but there are some sections in the eastern part of the state that need rain badly. Kansas, prospects good to very good. Nebraska good to extra good; depending somewhat on rain-fall. Minnesota from fair to excellent; some sections too dry. South Dakota corn shows marked improvement; is doing fine. Flax in North Dakota, South Dakota and Minnesota is reported as generally good. Rye ranges from fair to very good.—F. Baackes, v. p. American Steel & Wire Co.

### INDIANA.

Redkey, Ind., Aug. 1.—A disastrous hail and wind storm hit this community July 31, causing thousands of dollars damage. The path of the storm was about three miles wide, beginning near Hartford City and extending to Winchester. Whole fields of corn were riddled and the loss on this alone will amount to thousands of dollars. Oats crop is light, quality fair.—W. E. Rooper, mgr. Redkey Equity Exchange Co.

### IOWA.

Des Moines, Ia., Aug. 1.—Generous rains occurred throught the state, particularly in the western portion where moisture has been seriously deficient. The temperature which has been deficient most of July, rose toward the

their only 90 temperatures of the month on the last day. Shocked grain was saturated by the heavy rains. The quality of oats was considerably reduced by molding, sprouting and rotting. Threshing has been greatly delayed by the wet weather and slightly by coal shortage. Considerable of the thrashed oats are not dry enough to keep in bins, partly because of the wet weather and partly because they were cut too green. A beginning has been made in thrashing in all but some of the extreme northern counties and several localities report this work one-fourth done. Yields of oats are generally better than expected and the quality would have been very good but for the rain damage. Winter wheat yields are slightly above the average. Abundant moisture and greater warmth pushed corn ahead at a normal rate. Practically all is tasseled, much is silked and large ears are seen in the earliest fields in all portions of the state. The outlook for this crop is promising.—Charles D. Reed, meteorologist.

### KANSAS.

Abilene, Kan., Aug. 1.—Corn crop is coming good.—Midwest Mills.

Offerle, Kan., Aug. 7.—Crops light in Ford and Edwards counties this year.—Offerle Grain & Supply Co.

### MINNESOTA.

Minneapolis, Minn., Aug. 2.—Considerable threshing of spring wheat has been accom-

### BARLEY.

	Condition Forecast		Dec. 1921.	5-year aver.
	Aug. 1, 1922.	1922. Production.* estimate.*		
	Pct.	Aug. 1, 1921.	1921.	1916-'20.
Wis. ....	90	14,531	10,642	18,501
Minn. ....	86	22,859	17,720	27,901
Iowa ....	87	5,175	3,901	9,423
N. Dak. ....	88	25,076	16,988	23,768
S. Dak. ....	81	23,865	17,323	26,392
Kan. ....	66	16,891	13,200	10,253
Colo. ....	70	4,737	4,444	4,514
Ida. ....	81	2,823	2,784	4,561
Wash. ....	60	1,743	2,797	3,964
Ore. ....	74	2,026	2,240	3,746
Calif. ....	94	38,352	29,700	32,438
U. S. ..	82.0	191,507	151,181	197,447

### SPRING WHEAT.

Minn. ....	80	31,194	23,655	42,281
N. D. ....	87	103,153	73,264	68,803
S. D. ....	87	36,140	24,930	36,378
Mont. ....	80	35,236	23,940	15,818
Wash. ....	50	12,330	17,205	17,543
U. S. ..	80.4	263,392	207,861	233,178

### CORN.

Pa. ....	92	70,901	76,272	64,292
Va. ....	93	56,349	47,600	53,825
N. C. ....	83	48,431	49,254	54,570
Ga. ....	71	57,707	69,975	66,439
Ohio ....	82	155,916	159,326	146,946
Ind. ....	85	184,287	169,848	182,569
Ill. ....	85	329,831	305,966	337,245
Mich. ....	85	60,534	66,417	51,710
Wis. ....	87	86,756	97,482	69,152
Minn. ....	83	116,975	140,507	106,664
Iowa ....	94	413,929	444,190	403,684
Mo. ....	87	185,195	182,880	176,224
S. Dak. ....	94	131,147	125,632	97,297
Neb. ....	93	217,339	207,732	200,936
Ky. ....	87	126,537	102,142	85,679
Tenn. ....	93	102,480	82,150	97,152
Ala. ....	86	86,245	90,713	86,490
Miss. ....	72	51,863	62,651	59,668
La. ....	83	54,976	57,096	55,702
Tex. ....	78	31,570	35,022	32,558
Okl. ....	73	121,512	156,920	112,648
Ark. ....	68	61,290	76,925	50,270
U. S. ....	79	52,635	60,148	48,167
U. S. ..	85.6	3,016,950	3,080,372	2,830,942

### OATS.

N. Y. ....	92	37,218	24,912	38,298
Pa. ....	90	41,782	35,283	41,223
Ohio ....	74	48,047	37,122	63,392
Ind. ....	50	33,276	45,072	71,070
Ill. ....	65	115,567	121,741	181,914
Mich. ....	87	53,982	28,101	52,298
Wis. ....	92	103,456	63,958	95,503
Minn. ....	85	134,033	94,176	116,095
Iowa ....	84	212,772	154,960	222,016
Mo. ....	50	22,364	42,960	48,047
N. Dak. ....	91	77,894	49,761	50,095
S. Dak. ....	82	79,271	58,300	68,288
Neb. ....	64	60,970	70,054	80,902
Kan. ....	55	31,940	38,827	53,487
Tex. ....	56	38,596	33,570	42,605
Okl. ....	58	32,156	35,300	35,387
Mont. ....	80	17,774	10,787	14,856
U. S. ..	75.6	1,251,156	1,060,737	1,412,602

\*In thousands of bushels (i. e. 000 omitted).

### Government Crop Report.

Washington, D. C., Aug. 8.—The crop reporting board of the Bureau of Agricultural Economics makes the following estimates:

	Condition		Yield per acre.	1922. fore-cast.	1921. estimate.
	Aug. 1, 1922.	Aug. 1, 1921.			
Rye .....	89.7	87.2	15.5	79.6	57.9
Buckwheat ..	89.7	87.2	19.5	13.8	14.1
Flax .....	84.7	70.0	8.5	11.4	8.1
Rice .....	86.9	86.5	38.4	38.7	36.5
Hay, all .....	90.8	82.5	1.53	93.1	81.6

\*Millions of bus.

### WINTER WHEAT.

State—	Total production in thousands of bus.		Yield per acre, bush.	
	1921.	1922. (Dec. est.)	1921.	10-yr. aver.
N. Y. ....	8,560	8,385	20.0	20.7
Penn. ....	25,474	23,625	18.5	17.7
Md. ....	9,280	7,952	16.0	15.9
Va. ....	10,450	8,301	12.5	12.5
Ohio ....	23,890	28,272	15.0	16.4
Ind. ....	28,275	24,144	14.5	15.2
Ill. ....	49,100	42,638	17.5	16.4
Mich. ....	13,575	13,712	15.0	16.7
Iowa ....	13,248	8,928	23.0	20.3
Mo. ....	36,812	34,890	12.5	13.7
Neb. ....	52,200	57,559	15.0	16.5
Kan. ....	111,474	128,564	13.2	14.1
Ky. ....	7,475	6,340	11.5	11.7
Tenn. ....	4,702	4,500	9.5	10.6
Tex. ....	8,389	20,810	8.2	13.4
Okl. ....	24,647	47,325	8.7	13.0
Mont. ....	5,100	4,228	17.0	17.8
Colo. ....	16,422	16,152	14.0	19.3
Utah ....	2,030	2,985	14.0	19.6
Idaho ....	7,995	10,279	19.5	23.9
Wash. ....	20,795	37,457	17.3	25.3
Ore. ....	16,302	20,125	19.0	22.0
Cal. ....	14,900	8,355	21.5	15.9
U. S. ....	541,809	587,032	14.2	15.5

\*Preliminary estimates.

The amount of oats remaining on farms Aug. 1 is estimated at 6.9 per cent of last year's crop, or about 73,204,000 bushels, as compared with 161,108,000 bushels on Aug. 1, 1921, and 78,170,000 bushels the average of stocks on Aug. 1 for the five years 1916-1920.

The acreage of twenty crops totals 344,895,000 as compared with 345,788,000 in 1921.



plished under favorable conditions, in Minnesota of the week and several stations reported sota and South Dakota during the past week. The quality of the early wheat is the best in several years. Harvesting of wheat has started in Montana, North Dakota and Northern Minnesota, and will be quite general next week. There has been a spread of black rust during the past week in the territory west of Jamestown, N. Dak. Probably 50% of the wheat, however, is out of danger, but there may be some damage to the late wheat. The weather has been hot and muggy and rust has developed rapidly. The northern and western sections of North Dakota and Eastern Montana have prospects for the best wheat crop in years. There is practically no rust in Montana and only slight traces of it in northern and western North Dakota. In the Red River Valley and in southern North Dakota and northern South Dakota some of the wheat is shrunken, showing the effects of rust. The wheat will probably be reduced one or two grades. Rye is not being threshed as rapidly as anticipated. The other small grain crops ripened so quickly that farmers have not had much time for threshing. The quality of rye is very good and the returns continue to show very satisfactory yields. Oats and barley are practically all harvested in South Dakota and southern Minnesota, and in a number of the northern districts. In some places the yields have been exceptionally good and the quality high. In other places, due to dry weather and weeds, the yield and quality have been cut down. The hot dry weather is having its effect on corn. There are many places where moisture is needed badly. In southern South Dakota recent rains have helped materially, and the higher temperatures have improved the corn in North Dakota. With very few exceptions, flax shows a satisfactory condition. There are a few complaints of late flax needing rain. In some districts in South Dakota flax has been cut and within a short time cutting will start in North Dakota and Minnesota. Nearly all our reports indicate a condition very much better than that of last year.—The Van Dusen Harrington Co.

## OKLAHOMA.

Blanchard, Okla., July 24.—Corn about 33% crop. Wheat yielding 2 bus. to the acre. Oats has a good yield but very little was sown.—Blanchard Grain & Gin Co.

Lawton, Okla., Aug. 7.—Wheat in Oklahoma, Kansas and Texas has been threshed out quicker than ever before as the weather has been good. What wheat was to be sold from the machine has been sold and moved, and from now on it will only be scattered loads from the bins, which will make receipts very light. Receipts at Kansas City and other terminals have appeared about normal due to rapid movement from the machines, but from now on no doubt receipts will drop off sharply. We think a good many of the mills in Okla. will be going to Kansas for at least a part of their requirements within 30 days, and that good milling stock will be in demand in a very short time in this state as well as in Texas.—J. W. Russell, mgr. Western Grain Co.

## TEXAS.

Amarillo, Tex., July 29.—We have practically a failure here of both our wheat crop and spring crop.—Lester Stone.

Chicago, Ill., Aug. 1.—In the Panhandle section of Texas rain is needed for all growing crops. Wheat is being harvested, averaging 7 or 8 bus. per acre. Oats being cut, running 20 or 30 bushels. In western central, northern and northwestern sections, hot, dry weather prevails. Threshing of wheat and oats finished in some sections and still progressing in others, indicating wheat crop is short. Rain is needed for peanuts, feed crops and late corn. In eastern central and northern central sections, threshing of small grain completed, oats averaging 30 bushels and wheat 10 bus. per acre, with a fair quality. In southwestern Texas a large corn crop, fully matured, will soon be ready for harvest. Second crop milo maize progressing, and with rain will show good results. Late corn badly in need of rain. Rice crop looking well and promises a good yield, and a few fields in the vicinity of El Campo now being harvested. Rice Millers Ass'n places the estimate of acreage at 174,246, as compared with 136,445 acres last year.—S. H. Johnson, v. p. C. R. I. & P. Ry.

## Rye Movement in July.

Receipts and shipments of rye at the various markets during July, compared with July, 1921, were as follows:

	Receipts		Shipments	
	1922.	1921.	1922.	1921.
Baltimore	980,384	1,037,742	1,224,846	722,168
Chicago	353,000	944,000	53,000	87,000
Cincinnati	10,800	37,200	.....	6,000
Denver, cars	.....	1	.....	.....
Duluth	466,789	501,223	.....	350,717
Ft. William	172,075	80,939	191,081	102,499
Galveston	.....	.....	17,142	.....
Indianapolis	164,000	222,600	25,400	214,200
Kansas City	9,900	12,100	9,900	6,600
Milwaukee	96,220	176,530	135,670	67,789
Minneapolis	592,780	426,000	289,910	263,320
New Orleans	.....	.....	.....	25,714
New York	1,425,600	.....	924,000	.....
Omaha	25,200	60,500	32,200	31,900
Peoria	7,200	7,250	7,200	13,200
St. Joseph	1,500	6,000	1,600	1,500
St. Louis	48,400	22,047	23,340	5,070
Toledo	38,400	121,200	7,680	17,455
Wichita	1,200	.....	1,200	.....
Winnipeg	221,850	111,250	.....	.....

## Barley Movement in July.

Receipts and shipments of Barley at the various markets during July, compared with July, 1921, were as follows:

	Receipts		Shipments	
	1922.	1921.	1922.	1921.
Baltimore	65,449	66,542	119,600	104,812
Chicago	529,000	552,000	163,000	242,000
Cincinnati	9,100	.....	.....	.....
Denver, cars	11	11	.....	.....
Duluth	278,289	461,994	349,635	459,761
Ft. William	709,531	1,267,633	1,007,963	1,383,065
Kansas City	64,500	112,500	86,100	106,600
Los Angeles, cars	170	106	.....	.....
Milwaukee	636,740	781,770	383,202	289,610
Minneapolis	637,950	991,730	902,190	1,122,230
New Orleans	.....	.....	10,428	36,346
New York	812,700	.....	345,000	.....
Omaha	36,800	68,800	25,600	39,600
Peoria	143,600	126,600	14,000	25,200
St. Joseph	7,000	15,750	.....	1,750
St. Louis	65,600	69,125	31,290	26,010
San Francisco, tons	50,767	.....	.....	.....
Toledo	3,600	7,200	.....	1,250
Winnipeg	760,200	523,525	.....	.....

## Oats Movement in July.

Receipts and shipments of oats at the various markets during July, compared with July, 1921, were as follows:

	Receipts		Shipments	
	1922.	1921.	1922.	1921.
Baltimore	143,849	38,174	290,956	40
Chicago	8,276,000	10,772,000	5,482,000	5,199,000
Cincinnati	228,000	560,000	136,000	228,000
Denver, cars	68	81	34	20
Duluth	435,229	185,129	504,328	598,028
Ft. William	2,354,487	5,457,381	1,776,661	5,870,581
Indianapolis	788,000	2,382,000	423,000	1,818,000
Kansas City	448,800	562,700	235,500	121,500
Los Angeles, cars	13	18	.....	.....
Milwaukee	1,576,115	2,576,110	1,181,512	808,630
Minneapolis	1,557,600	2,436,040	2,571,210	476,680
New Orleans	.....	.....	45,115	28,580
New York	2,989,875	.....	3,350,000	.....
Omaha	1,344,000	830,000	1,246,000	514,000
Peoria	1,313,500	686,860	1,169,100	415,200
St. Joseph	62,000	104,000	26,000	22,000
St. Louis	2,588,000	2,316,000	1,873,275	1,254,490
San Francisco, tons	1,127	.....	.....	.....
Toledo	200,900	608,850	83,835	124,040
Wichita	3,000	1,500	2,000	1,500
Winnipeg	3,002,000	6,222,000	.....	.....

## Corn Movement in July.

Receipts and shipments of corn at the various markets during July, compared with July, 1921, were as follows:

	Receipts		Shipments	
	1922.	1921.	1922.	1921.
Baltimore	1,983,663	272,643	2,360,407	1,122,927
Chicago	12,098,000	8,954,000	11,785,000	11,277,000
Cincinnati	300,000	240,000	225,600	274,800
Denver, cars	191	139	57	60
Duluth	1,690,006	418,559	2,029,062	595,501
Ft. William	4,265	161,802	4,265	94,333
Indianapolis	1,028,000	809,200	638,000	751,800
Kansas City	1,051,250	1,418,750	1,216,250	1,452,500
Los Angeles, cars	119	78	.....	.....
Milwaukee	1,377,675	2,339,550	2,430,383	2,430,235
Minneapolis	806,490	401,200	2,060,020	472,620
New Orleans	.....	.....	677,384	441,150
New York	2,372,500	.....	2,005,000	.....
Omaha	2,118,200	1,526,000	2,328,200	1,656,200
Peoria	1,116,100	702,800	896,550	193,050
St. Joseph	874,500	604,000	589,500	709,500
St. Louis	3,324,400	1,755,000	2,317,835	1,432,130
San Francisco, tons	1,043	.....	.....	.....
Toledo	141,250	152,500	129,210	202,685
Wichita	80,400	15,000	65,000	15,000

# Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Manito, Ill., July 28.—Most of the threshing is done in this section. The car shortage is something fierce, and most of the elevators are tied up tight. The farmers cannot find a place to put their crops, especially those who have no bins on farms.—A. R. Harbaugh, mgr. Smith-Hippen Co.

Bentley, Ill., July 28.—We have had a good volume of grain coming in. Cars are hard to get, but with our capacity and short oat crop, together with what few cars we have been able to get, we believe we will be able to handle most of the grain that is going to move. One-half to two-thirds of the wheat is going off the farm.—Chester O. Mecum, mgr. Bentley Farmers Elevator Co.

Redkey, Ind., Aug. 1.—Wheat threshing all done. Oats threshing started. Most of the crop will be kept for feeding.—W. E. Rooker, mgr. Redkey Equity Exchange Co.

Colfax, Ia., Aug. 2.—Threshing is just about one-half done.—R. F. Agar, mgr. Denniston & Partridge Co.

Abilene, Kan., Aug. 1.—Wheat is about all threshed.—Midwest Mills.

Herndon, Kan., July 26.—On account of recent rains movement of new crop is very light here. Some grain still standing in fields.—J. J. Metts, mgr. Herndon Equity Union Exchange.

Minneapolis, Minn., July 26.—The first car of new wheat arrived at this market today. The car originated at Delmont, S. D., graded No. 1 dark northern spring, 1 per cent dockage, 60 lb. test weight and sold at \$1.59½ a bu.

Farnam, Neb., Aug. 7.—Not much grain moving, due to poor crop, from 5 to 18 bus. per acre yield. Old corn commencing to move, as new corn looks fair.—D. D. Case, mgr. C. B. Seldomridge Grain Co.

Roseland, Neb., Aug. 3.—Wheat is threshing from 7 to 25 bus. per acre and testing 52 to 60 lbs. per bu.—M. J. Stoetzel, mgr. Roseland Grain & Supply Co.

Oklahoma City, Okla., July 24.—Wheat is moving freely at present.—Olson Brokerage Co.

Lawton, Okla., Aug. 7.—It is very dry in this locality but is now threatening rain.—J. W. Russell, mgr. Western Grain Co.

Philadelphia, Pa.—Receipts and shipments in bushels of various grains at this market during July, compared with July, 1921, were as follows, respectively: Receipts, wheat, 3,593,905 and 2,130,799; corn, 910,569 and 393,563; oats, 153,581 and 223,603; rye, 20,848 and 4,843; barley, 1,601 and 1,241; shipments, wheat, 3,249,576 and 1,483,038; corn, 873,592 and 574,818; rye, 19,949, 1921 none.

## Wheat Movement in July.

Receipts and shipments of wheat at the various markets during July, compared with July, 1921, were as follows:

	Receipts		Shipments	
	1922.	1921.	1922.	1921.
Baltimore	3,227,858	4,874,675	2,001,703	2,608,824
Chicago	8,810,000	14,070,000	5,001,000	3,921,000
Cincinnati	764,400	983,000	391,200	358,800
Denver, cars	117	115	16	21
Duluth	2,161,908	3,173,588	2,870,934	2,876,928
Ft. William	5,420,203	4,248,408	14,564,286	5,495,679
Galveston	.....	.....	1,399,417	11,012,096
Indianapolis	1,410,000	1,908,400	300,000	1,323,400
Kansas City	11,372,400	19,183,500	6,381,450	8,255,250
Los Angeles, cars	271	234	.....	.....
Milwaukee	134,400	1,652,400	169,200	1,140,643
Minneapolis	6,003,380	7,798,970	2,687,500	3,899,130
New Orleans	.....	.....	2,452,605	6,351,250
New York	4,851,610	.....	4,402,000	.....
Omaha	3,628,800	8,717,700	1,871,800	2,931,600
Peoria	1,077,730	454,400	570,300	426,400
St. Joseph	1,646,400	2,280,600	401,800	910,000
St. Louis	5,149,844	9,767,576	2,813,160	4,682,210
San Francisco, tons	5,148	.....	.....	.....
Toledo	1,087,800	1,069,000	128,255	92,730
Wichita	3,264,000	4,926,000	1,700,000	2,970,000
Winnipeg	5,954,250	5,251,250	.....	.....



# New York State Canal System

The New York state canal system, 516 miles in length, embraces the Erie, 340 miles, the Champlain, 60; the Oswego, 24, and the Cayuga and Seneca, 23 miles long.

The Erie Canal touches Buffalo, with its steel mills, and makes water connection with Chicago, the heart of the corn belt and the shipping center of the grain district. It reaches Detroit with its automobile industries, while it reaches north into Canada for lumber, wood pulp and mineral, and connects with its big brother, the Panama Canal, for ores and timbers from the hills and valleys of far off Oregon.

Last year some 13,000,000 bus. of grain was carried thru the Erie Canal and there is no reason why that amount can not be increased every year if proper facilities are provided, such as the Gowanus Bay elevator. On July 27 three New York Canal barges were towed out of Toledo, Ohio, with 46,000 bus. of wheat for export, to go the length of Lake Erie before entering the Canal. This is the first time in the history of the grain trade that Erie Canal barges have gone to Toledo for cargoes.

So far in 1922 during the months of May, June and July the Erie Canal has carried from Buffalo 4,726,507 bus. of grain, against 3,775,545 bus., and 1,459,703 bus. during the corresponding periods of 1921 and 1920. Using the amount of grain already transported this season as a basis, it seems reasonable to expect that the close of this season will show a total of approximately 450,000 tons of grain transported thru the New York State Canals, practically all of which comes from the west, is transferred at Buffalo thru grain elevators and taken to New York City, where a portion is delivered to the railroad and private elevators, but the large part is transferred thru floating elevators to ocean going steamers for export.

The time in transit of ordinary barges approximates 6 days.

The rates on grain from Buffalo to New York are in cents, per bushel: export: wheat, 8; corn, 7.3; rye and barley, 7.2; and oats, 5; domestic, the same, except on oats, 5.75.

The Ocean & Inland Transportation Co., New York, last week contracted with Spencer, Kellogg & Sons, Inc., Buffalo, for moving 75,000 bus. of flaxseed imported from Argentina, via New York and the state barge canal to Buffalo, at less than half the rail rate.

The Erie Canal is 12 feet deep and is systematically dredged to maintain a free channel. It is 75 feet wide in earth sections of the land line, 94 feet wide in rock cuts and has a width of at least 200 feet in the beds of rivers and lakes through which it runs.

There are 56 locks on the canal and all are built of solid concrete and operated by electricity. They are filled with water and emptied by means of culverts, one in each of the side walls, opening into the lock chambers thru 20 ports or openings located just above the lock floor. The lock gates, great steel doors, swing on steel pivots, and, altho some of them weigh more than 200,000 pounds, a pair may be opened or closed in something like 30 seconds.

These locks are 328 feet long and 45 feet wide. They will lift from one water level to another at one time six boats such as have been in common use on the canals. The locks at Waterford, near Troy, have a combined lift of 169 feet, composing the greatest series of high lift locks in the world. They are five in number and cost about a quarter of a million dollars each. A notable lock is that at Little Falls, shown in the engraving herewith, with a lift of 40½ feet, a greater lift than any lock on the Panama Canal. The siphon lock at

Oswego, with a lift of 25 feet, is the largest of its type in the world.

The movable dams, holding back the waters of the Mohawk to govern the depth of water in the canalized river bed; the big dams at Delta and Hinckley, where have been created lakes about five miles square for storing wa-

[Continued on page 201.]



Lock at Little Falls on Erie Canal with 40½ ft. Lift.



Above—A Canal Tow. Below—Fleet in Lock 23.



# The New York Barge Canal Elevator at Brooklyn

Rail carriers have always done everything in their power to discourage and handicap inland waterways, because the canals and rivers have forced reductions in rail freight rates. Their control of terminal elevators at lake ports and in New York harbor has resulted in discriminatory elevation charges against canal borne grain which has helped offset the lower water freight rates. After spending one hundred and fifty million dollars in improving and enlarging its canals, the Empire State found that many grain shippers were deterred from using them by the lack of terminal handling facilities. Naturally, the railroad elevators favored the rail borne grain and handled canal grain only when they had nothing else to do. In order to provide terminal handling facilities for water borne grain the state will build elevators at lake ports to transfer grain from lake vessels to canal boats and on Gowanus Bay in New York Harbor it has just completed a 2,000,000 bus. reinforced concrete elevator which is limited to the handling of water borne grain. No tracks have been laid and no facilities have been provided for unloading from or into cars. Grain shippers who are friendly to lower transportation costs will encourage the inland waterways at every opportunity.

During the calendar year of 1917 New York City received by rail and water 78,217,300 bus. wheat; 13,768,700 bus. corn; 38,406,000 bus. oats; 11,543,461 bus. barley, and 3,441,500 bus. rye, against only 54,001,228 bus. wheat; 13,229,736 bus. corn; 11,213,051 bus. oats; 6,259,895 bus. barley, and 3,099,743 bus. rye during 1921.

The new State elevator which is now practically completed occupies a space of about 430 feet long by 70 feet wide, facing on the Henry Street Slip at Gowanus Bay, Brooklyn. The elevator is entirely of steel and concrete construction, modern in every particular and was built under the supervision of the State Engineer and on plans of Mr. H. R. Wait, of Buffalo. The construction work was done by the Fegles Construction Co. The house consists of 18 rows of bins, 3 in a row, making 54 cylindrical bins, 20 feet in diameter, with a capacity of 26,000 bushels each; 34 interspace bins, from 11,000 to 16,000 bushels each, and 38 outer bins of 4,000 bushels each. All the bins are 95 feet deep, the total storage capacity being a little over 2,000,000 bushels. All bin walls have a uniform thickness of 8 in. and are reinforced with steel lap bands at a uniform spacing of 12 in., the cross sectional area of the lap bands being varied to meet the

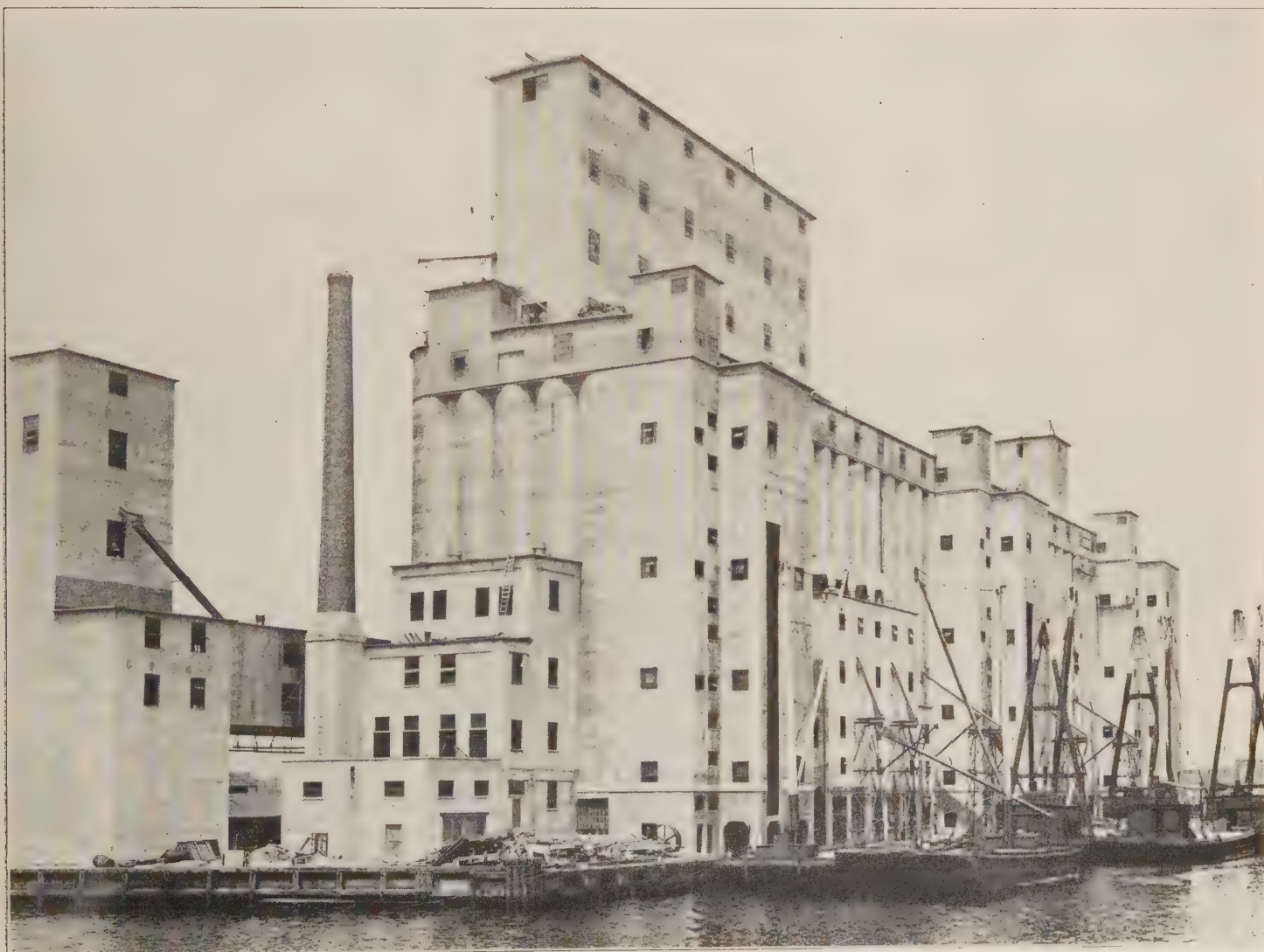
pressure requirements.

The entire structure is carried on wood piles covered by a reinforced concrete mattress 2 ft. 6 in. thick.

The 126 storage bins are elevated on 216 concrete columns, allowing ample space underneath for working and for the necessary conveying and other machinery. The interior columns are 42 in. in diameter, are spirally reinforced, and have 7 ft. flare heads and 7 ft. by 9 ft. plinths on top. The exterior columns are rectangular, 30 by 60 in., with flare head. The floor slab of the bins supported on the columns is 14 in. thick, reinforced. Steel conical hopper bottoms extend thru holes in the floor slab. On the lower floor are two reversible rubber belt conveyors, each 42 inches wide, and also on the upper or bin floor are two conveyors of the same size.

Above the bin floor, at the north, is a small cupola housing one of the main legs and at the south end a larger cupola housing four legs, together with four 2,000 bushel scales and garners. These cupolas rise approximately 80 feet above the tops of the bins, making the total height of the cupola roofs about 200 feet. The cupola of the elevator is a structural steel frame with 2-in. cement plaster walls. The cleaning house, located between the tanks and the dock front, is built in the same manner.

The general working arrangement is as follows: Grain is taken in on the east side with the marine legs, the legs having a capacity of 15,000 bushels per hour, thence through the lofters in the marine tower to the 400 bushel hopper scales, from which it is spouted



The 2,000,000-bu. Barge Canal Elevator at Gowanus Bay, Brooklyn.  
[See pages 198-203.]



to the main legs in the house proper and elevated into the cupolas and distributed by the two 42 inch rubber belt conveyors to whatever bin is desired in the elevator itself for storage. Grain can also be delivered direct to shipping bins either on the dockside for lighters or on the west side for the shipping galleries and steamer loading or it can be delivered direct to the drier or to the cleaner bins.

The capacity of the five main house lofter legs is approximately 25,000 bushels per hour each.

**Receiving Facilities:** On the dockside are built three marine towers but at present only two of these are equipped with legs for unloading grain. All grain will be received from barges alongside the house by means of marine legs of 15,000 bushel capacity. The grain from the marine leg is discharged to a short lofter which elevates it into a 2,000 bushel garner directly over a 400 bushel capacity Fairbanks hopper scale, where it is weighed; dropped into a 1,000 bushel capacity garner and spouted either to lofter legs in the elevator or to one of the belt conveyors in the ground story of the building, of which there are two, running the entire length.

Each of the marine towers are equipped with power hoists for raising the legs in and out of the barges and with automatic shovels for cleaning up the holds of the barges. Grain when spouted from the marine towers to the lofters, is elevated into the cupolas where it is discharged either directly to the adjoining bins or placed on the conveyors, of which there are two, running the entire length of the distributing floor and discharged into any bin in the house.

The lofter legs in the marine towers are driven by individual motors of 100 h.p., through a Morse Chain Drive connected to a Foote Brothers speed reducer connected directly to the head shaft. The marine legs are driven by 75 h.p. motors through a counter-shaft which, in turn, drives the head shaft with double rope drives, one on each side of the leg. On the same side of the house as the marine towers, five shipping spouts are provided for reloading grain into barges.

The lofter legs in the main building are driven by means of individual motors of 150 h.p., through Morse Chain Drives to a counter-shaft which, in turn, drives the head shaft by means of spur mortised gears.

**Shipping Facilities:** In shipping grain from storage, the grain is drawn from the bins, spouted directly to the boots of the lofters of which there are five with provisions made for two additional lofters, or it can be discharged on to the belts on the ground story and conveyed to any particular lofter and lofted into the 2,000 bushel garner directly above one of the 2,000 bushel Fairbanks hopper scales, four of which are provided, with provision made for a fifth. From these scales the grain is discharged to any of the seven shipping bins, each of which has a capacity of about 12,500 bus., and consists of the top portion of the bins on the south end of west row of large bins. These bins will load grain on either one of the two shipping conveyors in Gallery A, which have a capacity of 25,000 bushels per hour. These deliver grain to conveyors in Gallery B, which runs west to the second tower where reserve bins have been provided from which grain is elevated to upper shipping Galleries C and D by the elevator leg. The feed gate from these reserve bins to the elevator leg is electrically operated and controlled by switches in the upper shipping galleries so that the operator there can control his feed as desired. He can also notify the feed tender at the shipping bins in order to have additional control. These upper shipping galleries C and D are provided with 12 loading spouts of an equal capacity with the conveyors, namely, 25,000 bushels per hour, so that any steamer can be loaded without shifting.

The shipping galleries are each provided with two belt conveyors which discharge grain from

the galleries over the pier shed by means of trippers through any of the twelve boat loading spouts provided, making it possible to load two vessels at one time.

The belt conveyors in the galleries, distributing and ground floors are 42-in. four ply rubber conveyor belts, all being driven with individual motors of varying horse power, some being connected up with Foote Brothers "I-X-L" speed reducers while others are driven from the motor to the head shafts, making the reduction by means of Morse Silent Chain Drives. The use of these drives effects a saving of considerable space as the motors can be installed close to the shaft to be driven. The drives are positive and permit no slipping.

Water alongside the pier has been dredged to a depth of about 35 feet so that any steamer arriving in New York harbor can be accommodated. In addition, barges can be loaded either there or directly from the dock side of the elevator. Shipping spouts on the elevator are so arranged that barges can be loaded immediately alongside the elevator or it is possible to load a barge placed outside of one which is alongside the elevator, so one barge could be unloading at the marine leg and another barge loading outside of that at the same time.

At the north end of the elevator six bins of 4,000 bushels each are provided with outside spouts so that grain can be loaded in bulk into trucks.

No spouts for loading cars or sinks for unloading cars has been provided, but should the marginal railroad be built and it becomes advis-

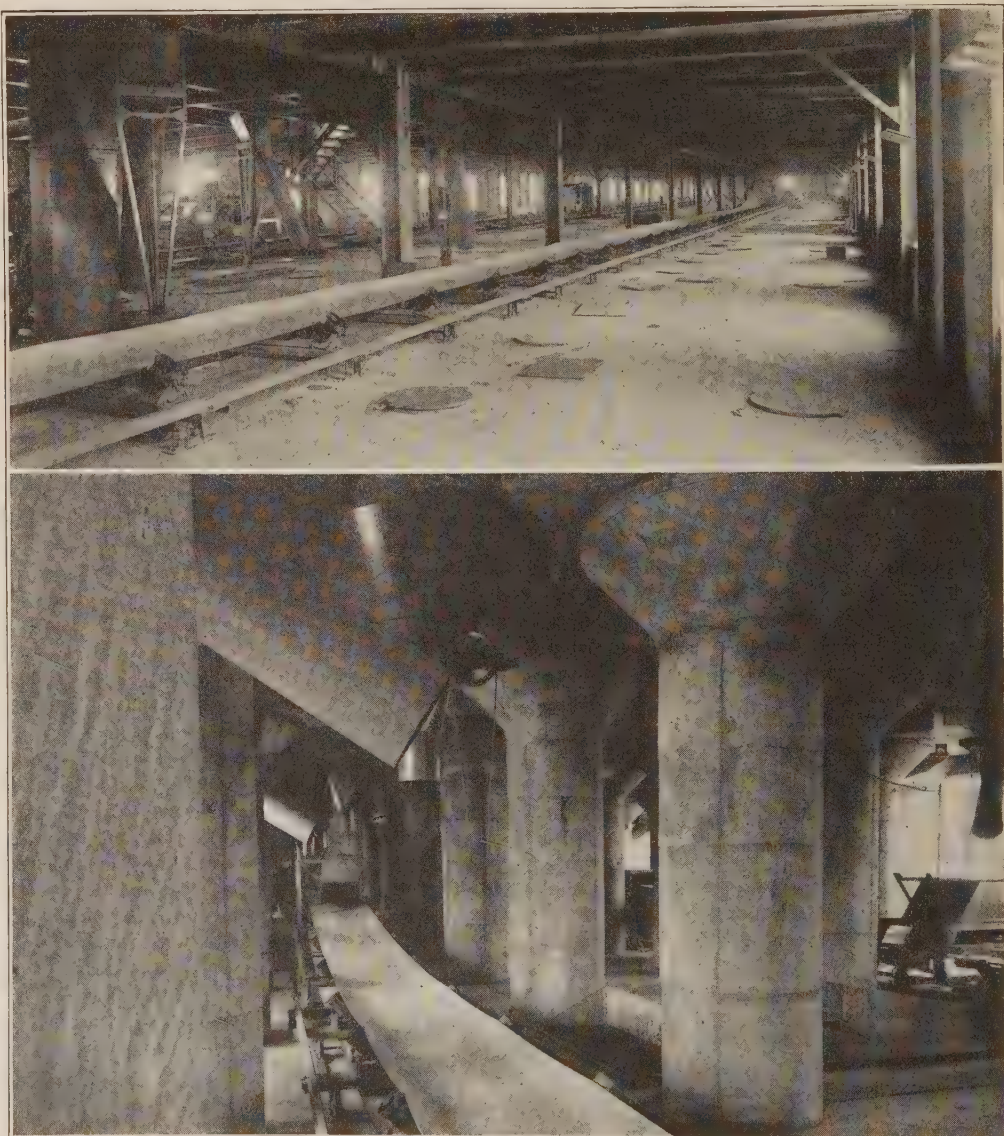
able to unload grain in cars, such provision can easily be made by putting tracks through on the west side of the elevator where grain can be delivered to the four house legs in the south end.

The cleaning house is situated along the dock side of the main building. It is equipped with four No. 11 Invincible Double Shoe Receiving Separators, each with a capacity of about 7,500 bus. per hour as an aspirator or 3,000 bus. per hour as a receiver separator. Grain to be cleaned is delivered into the two upper portions of the large circular bins which are used as cleaning bins and which will hold about 10,000 bus. each.

The clean grain is returned to the house by spouting direct to the lofters or to the conveyor belts in the ground story or to a Richardson Automatic Grain Sacking Scale of overhead stationary type.

The refuse or screenings from the cleaning machines is spouted to bagging spouts where it is bagged. Each of the cleaning machines is provided with a Cyclone Dust Collector, the dust being stored in bins from which it is bagged by an Invincible Packer, the bags being closed by an improved bag sewing machine, and stored or loaded on the barges through the bag chutes.

The four main house legs in the south end of the building deliver grain through four 2,000 bushel hopper scales so that grain received from the cleaners or from the house after mixing can be weighed before being put into the shipping bins.



Top View Shows Distributing Story Above Bins.  
Below—Conveyor Belts and Spouts of First Story of Barge Canal Elevator, Brooklyn, N. Y.



The Drier House at one end of the elevator is equipped with two 500 bushel capacity Morris Grain Driers, the steam being furnished by two 125 h.p. boilers in the boiler house adjacent to the drier building. This drier is fed from a 10,000 bus. bin just north of the drier building and later provision will be made so that wet grain can be delivered directly from boats to the drier itself without going through the elevator. After drying and cooling the grain is dropped into two 500 bushel hopper scales for weighing, then it is delivered by conveyor to the drier leg which returns it to a point above the bin floor and delivers it to either one of the upper conveyors for distribution to the bins, or, if necessary, it can be put into the shipping bins direct, having already been weighed.

Power is furnished by 39 electric motors with combined horsepower of 2,250. Power transmission from the motors is thru Morse Chain drive or direct connected speed reducers. Of the chain drives, a total of 22 are used, transmitting from 25 h.p. to 150 h.p. each. For motors 25 h.p. and over, the current is 2,200 volts; while for all smaller motors it is stepped down to 220 volts. The current used is 3 phase, 60 cycle. Power from 10 of the motors will be transmitted thru Foote IXL Speed Transformers.

The marine towers, with their equipment, were installed by the Webster Mfg. Co. Conveying equipment, which is fitted with Style G Trippers, was furnished by the Weller Mfg. Co., rope was supplied by the Waterbury Co. All legs are equipped with inner-locked belting, 657 feet of 34 inch, 2,317 feet of 30 inch and 284 feet of 16 inch, 7-ply belting being used. The house is provided with rolling doors, electric light and bell signals and also with passenger elevators, one at each end.

## New York State Canal System.

[Continued from page 198.]

ter; the massive steel guard gates for protecting the various locks and other works; the power houses, where electrical power is created for operating the canal structures; the buoys for lighting the channels of the canalized lakes and rivers—these are but part of the features of this great inland waterway. There are no towpaths on the new canal, and the propelling force for the boats must be mechanical. Steam tugs are used to draw barges in fleets of from one to 10 boats, according to size and load. It is believed by practical canal men that a very profitable fleet is one composed of self-propeller, say 125 feet long by 30 feet wide, and towing three barges of the same size.

In addition to the 1,243 cargo boats registered for service on the New York State canals at the close of 1921, there have been registered since the first of January, this year, 95 barges and three steamers, making a total of 1,341 cargo boats registered for canal use. At the close of 1921, there were also registered 136 tugs which have, up to the present time, been increased to 160 tugs.

The size of canal tows or fleets varies, but the most frequent size consists of a tug or steamer with five consorts, as this size fleet will pass through a lock at one time. Boats of this type measure approximately 100 ft. long by 20 ft. to 22 ft. beam and carry about 400 tons each. This tonnage would amount to about 66,000 bushels of wheat. Other fleets are operated which consist of three cargo boats of 150 ft. length and a steamer also carrying some lading, the overall dimensions being the same as the cargo boats. Approximately 500 tons are carried on each of these cargo boats and 350 tons on the steamer.

Canal carriers maintain offices at Buffalo

where information regarding the possibility of securing bottoms, and rates, is readily obtained. For the information of shippers, General Circular No. 13 was issued June 26, 1922, by Superintendent of Public Works Chas. L. Cadle, of Albany, N. Y., giving an alphabetic list of the carrying organizations and individuals operating upon the New York State Canals, with a statement of the scope and character of the service rendered.

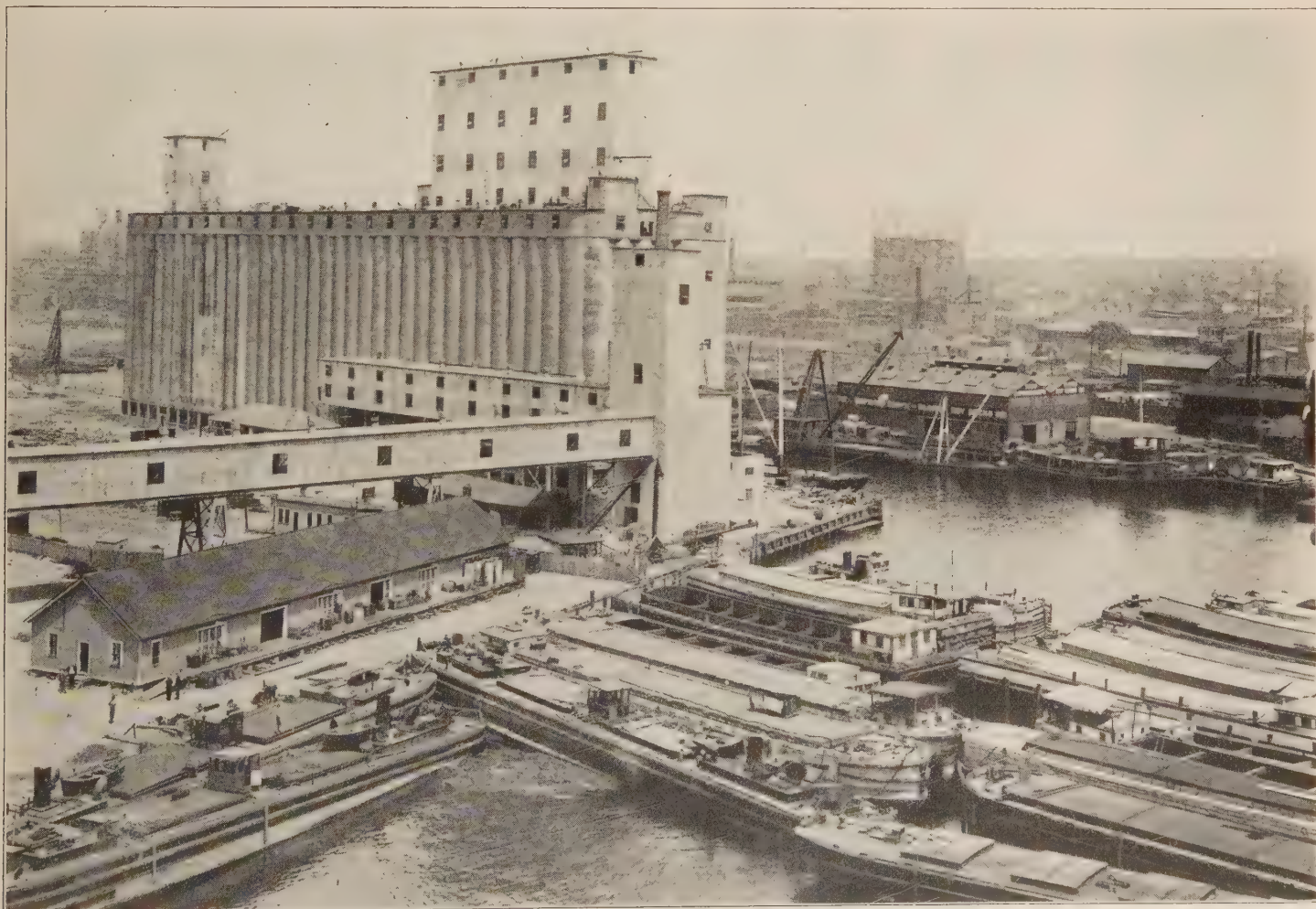
The W. E. Hedger-Jenks Co., of New York City, operates 24 barges and will undertake to carry cargo to Great Lakes ports without breaking bulk at Buffalo. The Knickerbocker Towing & Transportation Co. operates 27 barges in the same service. The Transmarine Corporation, of New York City, operates 30 and the Murray Transportation, 44 barges.

The Inland Marine Corporation of New York City is the largest, operating 12 cargo carrying steamers of 185 tons capacity, and 60 cargo barges of 300 to 550 tons capacity.

The Interwaterways Line, New York, of which Julius H. Barnes is pres. and Edward M. Flesh, treas., both well known in the grain business, operates 5 steel motorships of 1,500 tons capacity each, in a regular service for bulk cargoes between New York and Buffalo.

A special syndicate marine underwriters is being formed to carry New York State Barge Canal risks; and Superintendent Cadle has informed the underwriters that additional safeguards to navigation will be provided, after which rates probably will be reduced.

DESCRIPTIONS of several strains of the maize grown by Indians on their reservation near Tama, Ia., are given in "The Original Iowa Corn" by D. F. Malin, in *Wallaces Farmer*, with remarks on the agricultural progress of the tribe.



The Reinforced Concrete State Barge Canal Elevator at Gowanus Bay, Brooklyn.  
[See pages 198-203.]



### A Governor Who Dares to Act.

Grain dealers every where will take more than a passing interest and pride in the determination of the Governor of Indiana to prevent the complete stagnation of industry in that state by the conflict between the coal mine operators and the union miners.

Governor McCray served the Grain Dealers National Ass'n as its president for three years and was long engaged in the grain business at Kentland and nearby stations. He will be commended by good citizens everywhere for his firm stand in the interests of the greater number. His splendid proclamation is confined to the right of all citizens to work and to have coal. It contains no suggestion or threat of state ownership of mines or any of the other steps toward socialism and bolshevism usually put forward by our vacillating politicians. He is sound economically. Just peruse what he says:

#### A PROCLAMATION.

To the Public: The time has come for parleying to cease. Action is now demanded. The United States Mine Workers have refused to issue permits to a sufficient number of their men to mine coal for State institutions.

The call for coal for thrashing and for canning operations is constant and insistent. Many cities and towns are about out of coal to provide water and to generate current for light and power. The coal bins of the State are empty. Industry is threatened.

The time has come to test whether these conditions must be endured because the coal producing agencies as now organized refuse to function together. Coal is a basic necessity of our modern civilization and it is the duty of the State to see that it is supplied. There is less than 1 per cent of our total population directly responsible for the production of coal.

The question is now, shall the rights of the other 99 per cent of our people be completely ignored? Have we reached a point where we are tied helpless and powerless by a negligible minority in a matter of such grave concern and of such universal importance? Is our boasted freedom and liberty a sham and a farce, sub-

servient only to the autocratic demands of a few?

Shall we admit our Government is breaking down and the rights of majorities are no longer to be considered? Shall the inherent and inalienable rights of man to earn his bread and support his family by honorable labor be denied because a meager minority, selfishly struggling for power, decrees otherwise?

As chief executive of the great State of Indiana, answering for the 99 per cent of our citizenship, I declare that these conditions will exist only so long as it takes to put machinery in motion to produce coal under State supervision.

I ask all loyal, patriotic citizens to support this policy and give it their absolute and unqualified approval. I hope it will not be necessary to mine coal under such conditions for any great length of time. However, while the purely technical and local question of whether the operators and miners meet in State or interstate conference is being settled, I propose that the rights of the 99 per cent of our citizens shall be protected.

WARREN T. McCRAY,  
Governor of Indiana.

FAMINE in the Volga Valley of Russia is reported to be ended. The wheat crop is estimated at 185,000,000 to 375,000,000 bus. more than last year, according to a statement to Sec'y Hoover at a conference with Colonel Haskell of the American Relief Ass'n in Russia.

WHEAT DOWNY MILDEW (*Sclerospora macrospora* Sacc) which is widely spread in Europe, especially in Italy, has hitherto been unknown in the United States, but has recently been found in Jackson and Obion counties of Tennessee and Fulton county of Kentucky. The disease is restricted almost entirely to low-lying, poorly drained fields, but has been in existence for many years. In wet, poorly drained localities which favor the disease, large numbers of plants are affected and destroyed, but as such areas represent a very small proportion of the acreage, the total loss is not very great.

### Superintendent C. W. Austin.

Chas. W. Austin, the first superintendent of the new Gowanus Bay Elevator, with offices at the elevator and in the Produce Exchange building, New York City, is well qualified by his past experience to aid Superintendent of Public Works Chas. L. Cadle in conducting the business of the grain elevator, of which Mr. Cadle has direct charge.

Mr. Austin completed his education at the University of Wisconsin, Madison, in the law department, but his first business experience



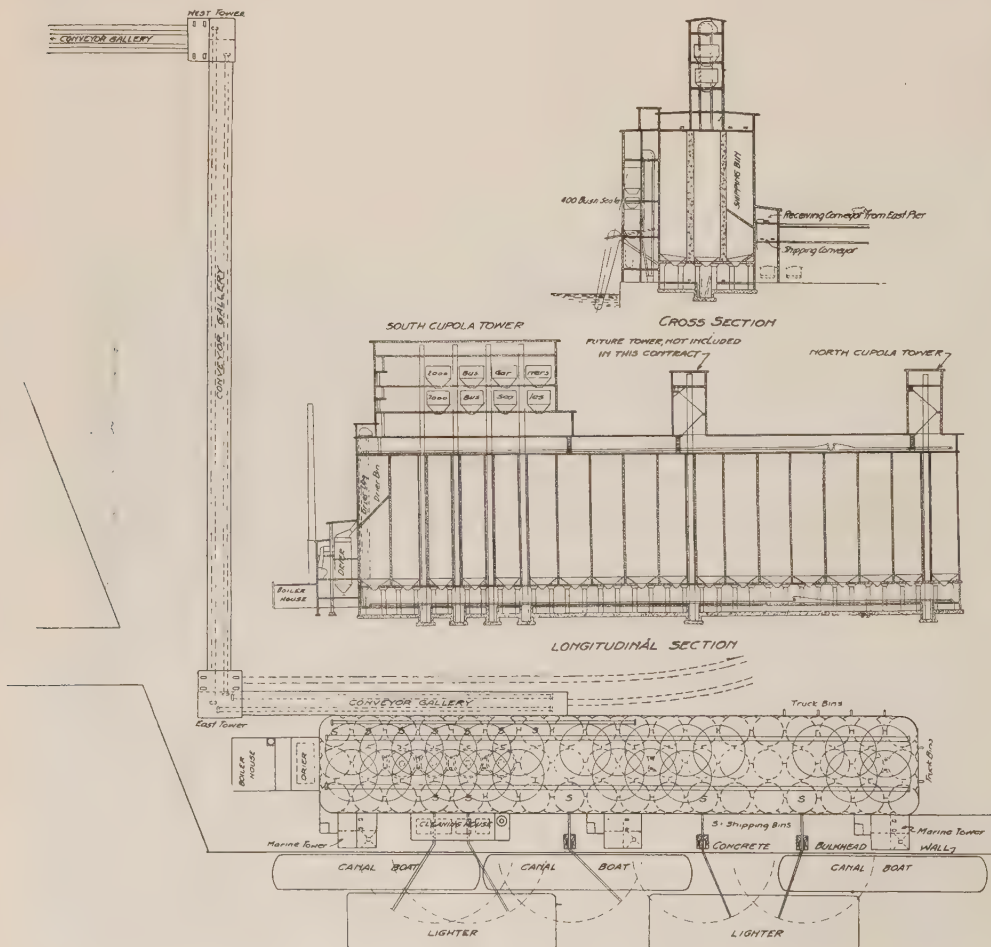
C. W. Austin, Supt. Barge Canal Elevator, New York City.

was in the management of the Interstate Elevator at Chicago, Ill. His father, Alexander Austin, built and operated the Rockwell Elevator at Chicago.

He also filled the office of traveling freight agent on grain traffic for the Erie Railroad, during which time he gained a wide acquaintance with grain dealers over the entire country. Later he was assistant manager of the Erie Elevator at the port of New York and grain agent of the Erie Railroad. More recently he has been engaged in the grain salvage business with C. E. Fox, a former partner of his father, in the Chicago Grain & Salvage Co., during which time he handled a number of big elevator losses, including the explosion loss at the Armour Northwestern Elevator at Chicago, the largest elevator in the world.

Since the death of his wife Mr. Austin has disposed of his residence in Oak Park, Chicago. He has one son and a daughter. A portrait of Mr. Austin is given herewith.

THE CULTURAL methods and field operations employed in corn growing by the Indians of Arizona and New Mexico are described in "Corn Culture Among the Indians of the Southwest," by H. M. Steece in *Natural History*, from observations by field study on reservations as well as notes on harvesting and seed selections.



Ground Plan and Sectional Views of New York Barge Elevator at Brooklyn.



## Train to Have Preference in Car Distribution.

A car shortage is developing rapidly, not so much on account of the strikes as on account of the increased movement of merchandise and the failure to build new cars to replace those worn out.

With the new crops coming on the market this shortage is certain to be reflected back to the surplus grain producing sections; but under Service Order No. 23, given herewith, full grain shippers will have a preference that they should insist upon.

### SERVICE ORDER NO. 23.

It appearing, in the opinion of the Commission that an emergency which requires immediate action exists upon the lines of each and all the common carriers by railroad subject to the Interstate Commerce Act, east of the Mississippi River, including the west bank crossings thereof, and because of the inability of said common carriers properly and completely to serve the public in the transportation of essential commodities. It is ordered and directed:

1. That each such common carrier by railroad, to the extent that it is currently unable promptly to transport all freight traffic offered to it for movement, or to be moved over its line or lines of railway shall give preference and priority to the movement of each of the following commodities: Food for human consumption, feed for live stock, live stock, perishable products, coal, coke and fuel oil.

2. That to the extent any such common carrier by railroad is unable under the existing interchange and car service rules, to return cars to its connections promptly, it shall give

preference and priority in the movement, exchange, interchange and return of empty cars intended to be used for the transportation of the commodities specially designated in paragraph numbered 1 hereof.

3. That any and all such common carriers by railroad which serve coal mines, whether located upon the line or lines of any such railroad or customarily dependent upon it for car supply, herein termed coal-loading carriers, be, and they are hereby, authorized and directed whenever unable to supply all uses in full, to furnish such coal mines with open top cars suitable for the loading and transportation of coal, in preference to any other use, supply, movement, distribution, exchange, interchange or return of such cars; provided, that the phrase "suitable for the loading and transportation of coal" as used in this order shall not include or embrace flat (fixed) bottom gondola cars with sides less than 36 inches in height, inside measurement, or cars equipped with racks, or cars which, on July 1, 1922, had been definitely retired from service for the transportation of coal and stenciled or tagged for other service.

4. That all such common carriers by railroad other than coal-loading carriers, herein termed non-coal-loading carriers, be, and they are hereby authorized and directed to deliver daily to a connecting coal-loading carrier or carriers, or to an intermediate non-coal-loading carrier for delivery through the usual channels to a coal-loading carrier, or carriers, empty coal cars up to the maximum ability of each such non-coal-loading carrier to make such deliveries and of each such connecting coal-loading carrier to receive and use the coal cars so delivered for the preferential purposes herein set forth.

5. That all such common carriers by railroad be, and they are hereby, authorized and directed to discontinue the use of cars suitable for the loading and transportation of coal, for the transportation of commodities other than coal, so long as any coal mine remains to be served by it with such cars; and as to each non-coal loading carrier, so long as deliveries of any such cars to connecting carriers may be due or remain to be performed under the terms of this order.

6. That all such common carriers by railroad be, and they are hereby, authorized and directed, to place an embargo against the receipt of coal or other freight transported in open top cars suitable for coal loading, by any consignee, and against the placement of such open top cars for consignment to any consignee, who shall fail or refuse to unload such coal or other freight so transported in coal cars and placed for unloading, within 24 hours after such placement, until all coal or other freight so transported in coal cars and so placed has been unloaded by such consignee and shall notify the Commission of such action. This authorization and direction as to embargoes shall not interfere with the movement of coal to tidewater or the Great Lakes for transshipment by water, nor shall it apply where the failure of the consignee to unload is due directly to errors or disabilities of the railroad in delivering cars.

7. That in the supply of cars to mines upon the lines of any coal-loading carrier, such carrier is hereby authorized and directed, to place, furnish, and assign such coal mines with cars suitable for the loading and transportation of coal in succession as may be required for the following classes of purposes, and in following order of classes, namely:

CLASS 1. For such special purposes as may from time to time be specially designated by the Commission or its agent therefor. And subject thereto:

CLASS 2. (a) For fuel for railroads and other common carriers, and for bunkering ships and vessels; (b) for public utilities which directly serve the general public under a franchise therefor, with street and interurban railways, electric power and light, gas, water, and sewer works; ice plants which directly serve the public generally with ice, or supply refrigeration for human foodstuffs; hospitals; (c) for the United States, state, county, or municipal governments, and for their hospitals, schools, and for their public institutions—all to the end that such common carriers, public utilities, quasi public utilities, and governments may be kept supplied with coal for current use for such purposes, but not for storage, exchange, or sale. And subject thereto:

CLASS 3: (As to each coal-loading carrier which reaches mines in Pennsylvania, Ohio, West Virginia, Kentucky, Tennessee, and Alabama.) For bituminous coal consigned to any Lake Erie port for transshipment by water to ports upon Lake Superior. And subject thereto:

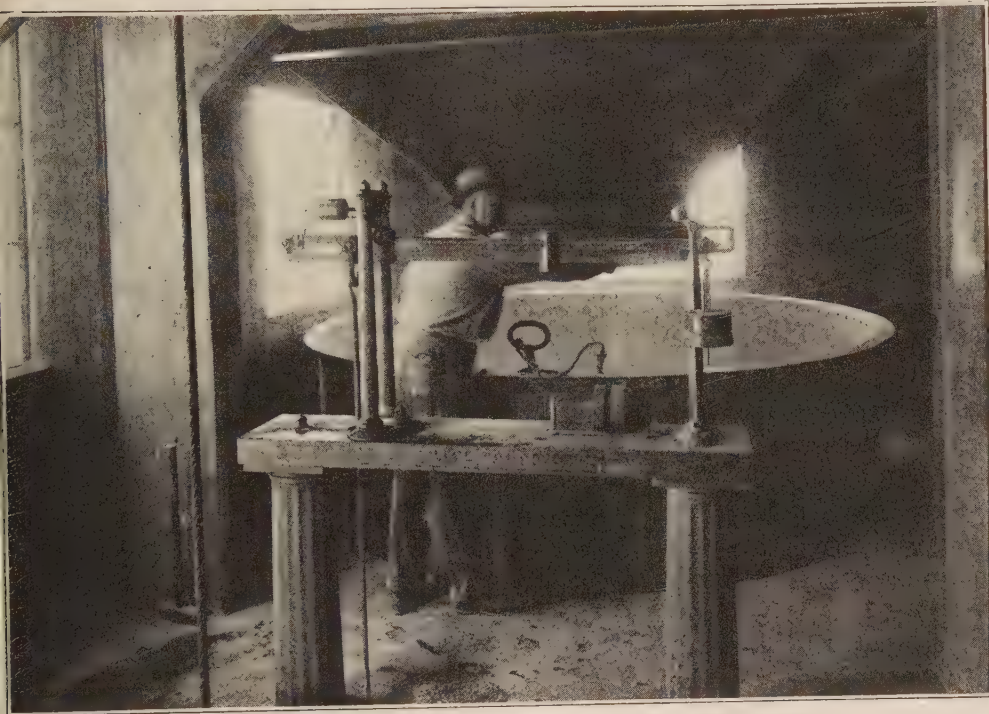
CLASS 4: (As to all such common carriers by railroad.) Commercial sizes of coal for domestic use. And subject thereto:

CLASS 5: Other purposes.

No coal embraced in Classes 1, 2, 3 or 4, shall be subject to reconsignment or diversion except for some purpose in the same class or a superior class in the order of priority herein prescribed.

8. That all rules, regulations and practices of said common carriers by railroad with respect to car service as that term is defined in said act are hereby suspended so far as they conflict with the directions hereby made.

9. That this order shall be effective from and after July 26, 1922, and shall remain in force until further order of the Commission.



Bottom of Garner, Scale Hopper and Beam in Marine Tower.



Marine Leg of New York Barge Elevator Unloading First Barge. [See pages 198-203.]



## Feedstuffs

CHIPLEY, FLA.—The C. E. Pleas Plant Co. plans the construction of a feed mill.

RICH HILL, MO.—Fire caused \$1,000 damage to the feed plant of J. M. Anderson here.

TAYLORVILLE, ILL.—The Taylorville Feed Co. has taken over the feed business of the Legg Poultry Co.

TACOMA, WASH.—The Kenworthy Grain & Mfg. Co. is building a new feed mill at a cost of \$50,000.

NICKERSON, KAN.—W. H. Dean sold his interest in the Whinery & Dean Feed Co. to S. Metcalf, of Helena, Okla., Aug. 1.

KITTANNING, PA.—L. Pollock will build a new flour and feed mill here. The building will be 70x120 ft. and three stories high.

HARVEST of beans in Manchuria is expected to amount to 2,340,000 short tons, an increase of about 100 per cent over the normal average.

PARIS, TENN.—Jones, Loving & Co., who will open a feed mill and store here, have contracted to occupy a building which will become vacant August 15.

LOUISA, KY.—Fire on July 23 burned the feed plant of Burnham Roberts here. A considerable stock of feed, flour and mill stuff had been carried in the building.

RACINE, WIS.—The Wisconsin Cream of Corn Co. was incorporated with a capital of \$75,000. John G. Lunker, Geo. W. Snyder and Geo. R. Greene are the incorporators.

DALLAS, TEX.—J. M. Sansom has sold his interest in J. M. Sansom & Co. and has opened offices in the Insurance Bldg., going into business in the cottonseed trade for himself.

MEMPHIS, TENN.—E. A. Rome has formed the E. A. Rome Co. to do a brokerage business in oil, cake, meal and hulls. He was formerly connected with F. W. Brode & Co.

ELK RIVER, MINN.—The Morgan Feed Co. has incorporated here for \$25,000 by Lewis C. Morgan and Ralph R. Richner of Elk River and William and Mary Graves of Minneapolis.

DEL MAR STATION, CAL.—A new feed milling and mixing plant is to be erected here at a cost of \$40,000. K. M. Swearingen of the Blackie Co., Salinas, Cal., is at the head of the new enterprise.

FORT SMITH, ARK.—The Southern Flour & Feed Co. began business here Aug. 1. The company leased a large warehouse and will handle various kinds of feeds. Dexter Graves, formerly with the Western Grain Co. is at the head of the company.

ELWOOD, IND.—John D. Kiefer has purchased the feed store from Cash Bruce, which he recently purchased from Dan Miller. The store is known as the Miller and Helms Feed Store. Mr. Kiefer will operate the business much on the same lines as the old store.

FARGO, N. D.—The Pokadot Cereal Co. has made plans to reorganize and is contemplating increasing its capital stock to \$250,000 from \$100,000. New officers elected are: Chas. Rose, pres.; Geo. Sundt, vice-pres.; H. E. Replogle, sec'y; V. J. Baldwin, treas. and R. D. Savage, manager. The company plans to build a new plant.

### Feed Movement in July.

Receipts and shipments of feedstuffs at the various markets during July, compared with July, 1921, were as follows:

	Receipts		Shipments	
	1922.	1921.	1922.	1921.
Cincinnati, tons	1,320	1,350		
Chicago, lbs.	15,203,000	25,554,000	81,050,000	58,623,000
Kansas City, tons, bran	2,760	6,320	16,620	17,060
Milwaukee, tons	11,200	10,660	13,351	23,100
New York, tons	80		146	
Peoria, tons	14,360	2,800	15,928	13,200
San Francisco, tons	257			
St. Louis, sacks, bran	85,360	100,750	106,590	92,735

CEDAR RAPIDS, IA.—Perick & Ford Co., successors to the Douglas Starch Co. will rebuild the plant which was destroyed by an explosion in March 1919. Two new buildings will be erected and machinery valued at \$350,000 will be installed. The value of the plant will then be \$6,750,000. The plant is operating only part capacity now.

### Ill.-Wis. Feed Merchants Meet.

The eighth annual convention of the Illinois-Wisconsin Feed Merchants was held at Madison, Wis., July 31.

The entire program was carried out in the Capitol Building, the dealers taking possession of the Assembly Chamber for the day.

In opening the meeting Pres. A. A. Nowak, Juneau, Wis., reviewed the accomplishments of the organization during the past year and explained some of the problems now confronting the feed trade.

The remainder of the morning was given over to routine business, appointing committees, nominations, resolutions, etc.

At noon a luncheon was served to all dealers.

The afternoon session was devoted entirely to addresses. A. J. Cramer, state supervisor of cow testing work, gave an outline of his work and the wonderful results being accomplished by the cow testers.

William A. Foster, Elkhorn, Wis., gave an address on how to conduct a milk campaign and outlined a most successful campaign carried out at Delavan, Wis. All those present realized the importance of Mr. Foster's subject, and the masterful way in which he gave his experience stamped his address as the feature of the day. Facts and figures given in his speech were emphatic proof that a campaign of the nature he described was a paying proposition, as at an investment of 2 cents per capita or about \$600, milk consumption in its various forms increased \$57,000 in Walworth county, Wis., where the campaign he illustrated was carried out.

The last speaker was Dr. W. H. Strowd, Ph. D., director Feed and Fertilizer Inspection division, Wis. Dept. of Agri. He explained the workings of his department.

### Feed Merchants Conference at Storrs.

The Eastern Federation of Feed Merchants held a conference at the Connecticut Agricultural College, Storrs, Conn., July 20 and 21.

The session opened July 20 in the afternoon with A. W. Manchester, farm management specialist of the college, speaking on the subject of the "Relationship of the Feed and Fertilizer Business to the Connecticut Agriculture."

Following Mr. Manchester, Paul Mehl, extension agent in marketing at the college, addressed the conference on "Business Analysis, or Keeping Informed on Your Business." He suggested that the association adopt three projects: A study of credit costs per ton of sales. A study of stock turnovers. A study of delivery costs.

Howard W. Selby, general manager of the Eastern States Farmers Exchange, spoke on the objects of his organization, after which the conference adjourned for the day.

"What we have to learn about feeding," was the subject of G. C. White, professor of dairy husbandry at the college, in his opening address of the conference on the 21st. Conclusions drawn by Prof. White were that good varieties of standard feeds, which had by experience given results, should be used. Cost of production is by far too high for the farmer to take a chance on any unknown mixture, said Prof. White, and the dealer can help the farmer by supplying good, reliable, well known feeds.

L. F. Brown, sec'y of the American Feed Manufacturers Ass'n, outlined the attitude of his ass'n on the question of direct buying of feeding stuffs. After discussing at length the conditions of the trade and expressing his convictions regarding same, Mr. Brown said in

conclusion that it is best to go slow on any revolutionary proposition affecting the industry as previous experience has shown that hasty action is very often regretted.

R. W. Chapin of Chicago spoke on the present general situation. He derided the open formula idea on the grounds that it did not add anything to the value of the feed nor did it add to the buying skill of the purchaser. His remarks are given in the report of the New York Feed Men elsewhere in this number of the Journal.

All dealers present at the conference were heartily in favor of another session at Storrs in 1923 and a com'tee consisting of R. C. Bosworth, Putnam, Conn.; P. J. Laden, Wallingford, Conn.; and J. P. Thorpe of West Cheshire, Conn., was appointed to confer with college authorities in regard to arranging a 1923 meeting.

### New York-Penna. Feed Men Meet.

The eighth annual meeting of the Mutual Millers and Feed Dealers Ass'n of New York and Pennsylvania was held at Jamestown, N. Y., July 21 and 22.

Sec'y Ernest C. Kessler gave his report for the year, saying among other things that the ass'n had affiliated with the Grain Dealers National Ass'n and had withdrawn its membership to the American Feed Manufacturers Ass'n. The organization is sound financially.

The dealers were then addressed by Walter Edson, vice-pres. of the Chautauqua Bank, Jamestown, on the subject of "Competition vs. Co-operation," saying, "The chief claim of those who do not like us is that there are too many of us. They claim that because of that reason middlemen are a burden upon society, saying there are nine middlemen to one producer."

R. W. Chapin of Chicago gave an eloquent address, attacking the co-operative leagues. He said, "I have given this subject a great deal of study and I am yet to be convinced that they are at all progressive. The modern system of competition is ideal. Each man stands upon his own feet, to stand or fall as to his business ability. The co-operatives are only another form of communism."

"A large number of these co-operative propositions are only to get someone a good job at a big salary or they are to obtain funds. Some of them are merely capitalistic schemes. All we want out of life is a fair deal and enough to live on. We don't get that always. Sometimes we have the case of the strongly entrenched union, which demands such prices that all it has is high prices and no work. We have the farmer also, demanding such prices that all he has is prices and no market for his produce. Then things are overstocked and the country overproduced."

"I am not opposed to local co-operative enterprises, for I regard them only as local enterprises. A lot of these local stores are only imitations of a real business, and their chief aim is to put the local dealer out of business. I claim you can not Sears-Roebuck a whole community without having to pay for it. There are many who want real things, and if the local dealer who supplies them is put out of business, those who would deal with him have to pay. These co-operatives were organized to pay a lot of salaries—and you still get the middleman. They are organized to give someone a job and once they are in you can't get them out."

"The principal trouble with milk co-operative ass'ns is finding someone big enough to handle so big a business. That is the rock upon which they split. Do you suppose if I were out of a job I'd try to get one working for 80,000 farmers, all kicking, in preference to a business with a chance for advancement?"

"The professor in college, in the employ of the state of New York, has no right to endorse any particular brand of feed. The state pays him. Prof. Babcock went about, a short time ago, urging pure feed, and yet we find the

[Continued on page 212.]



# Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

## ARKANSAS

Pine Bluff, Ark.—The Marco Mills burned. It was an entire loss and has never been rebuilt. —Hightower Grain & Feed Co.

## CALIFORNIA

Lincoln, Cal.—The California Farm Buro Elvtr. Corp. has completed its elvtr. here and has put it into operation.

Corcoran, Cal.—A feed grinder and new equipment is being installed in the plant of the Corcoran Mill & Warehouse.

Oakland, Cal.—Seward McNear, vice-pres. and general mgr. of the Sperry Flour Co., recently succeeded John H. Rosseter as pres.

Fillmore, Cal.—W. J. Goodacre, grain and feed dealer and a member of the Los Angeles Board of Trade, has been declared bankrupt with liabilities estimated at \$29,155.49 and assets \$4,619.77.

## CANADA

Claymore, Alta.—The Federal Grain Co. has started work on the erection of an elvtr. here.

Borridale, Alta.—A 35,000-bu. elvtr. for this place is being planned by the National Grain Co.

Wellington, Alta.—Parrian & Heimbecker, Ltd., are having a 35,000-bu. elvtr. erected here by Voss Bros.

Leslieville, Alta.—The Terwilliger Grain Co., Ltd., is having a 30,000-bu. elvtr. erected here by Voss Bros.

Morningside, Alta.—A 30,000-bu. elvtr. for the Alberta Pacific Grain Co., Ltd., is being built here by Voss Bros.

Regina, Sask.—James Robinson, vice-pres. of the Saskatchewan Co-op. Ass'n of this place has been elected to succeed J. P. Jones as grain commissioner.

Mundare, Alta.—The Alberta Pacific Grain Co., Ltd., is having its old plant at this place wrecked, and a 40,000-bu. elvtr. will be built on the same site. Work is being done by Voss Bros.

Ft. William, Ont.—The Canadian Pacific Railway is planning to go out of the grain elvtr. business. It now operates one plant, Elvtr. "D," at this place, but it has been reported that negotiations regarding leasing of this plant are under way.

Ottawa, Ont.—H. W. Wood, pres. of the Canadian Council of Agriculture and of the United Farmers of Alberta, was appointed to supervise the marketing of Canada's 1922 crop on Aug. 8. C. Rice-Jones, general mgr. of the United Grain Growers, Ltd., was appointed vice-chairman.

Toronto, Ont.—Creditors of Geo. B. Curran & Co., grain brokers, held a meeting here recently and decided to dispose of the assets of the firm, amounting to about \$928. Liabilities are estimated at \$3,312.61 and Humphrey Colquhoun is the authorized trustee. An effort to locate J. K. Curran, formerly a partner of the company, will be made.

Winnipeg, Man.—The Board of Grain Commissioners for Canada held a sitting at the City Hall on Aug. 4 at which was discussed Tariff of Charges Public Terminal Elvtrs., Season 1922-23; Tariff of Charges Public Country Elvtrs., Season 1922-23; Rules and Regulations Public Country Elvtrs., Season 1922-23; and the following clause submitted to the board for consideration to be included in the rules and regulations governing the operation of country

elvtrs. was brot up for discussion at this session: "The owner or shipper of grain thru a country elvtr. shall furnish the elvtr. operator with the name of the consignee and destination of all cars and make full shipping arrangements before requiring the elvtr. operator to load the grain into cars. If the elvtr. operator be required to load grain without such particulars being furnished and shipping arrangements made, the grain, when loaded, to be wholly at the risk of the owner or shipper."

## COLORADO

Siebert, Colo.—The plant of the Equity Elvtr. Co. is being improved.

Big Bend, Colo.—The Colorado Mlg. & Elvtr. Co. has equipped its plant here with a Hall Signaling Distributor.

Matheson, Colo.—A Hall Signaling Distributor was recently installed in the elvtr. of the Conley-Ross Grain Co.

Wellington, Colo.—The Colorado Mlg. & Elvtr. Co. has installed a Hall Signaling Distributor in its plant here.

Cheraw, Colo.—A Hall Signaling Distributor has been installed in the plant here of the Colorado Mlg. & Elvtr. Co.

Haxtun, Colo.—A Hall Signaling Distributor has been installed in the new plant here of the Colorado Mlg. & Elvtr. Co.

Willard, Colo.—E. C. Gilliland was recently appointed sec'y-treas. and mgr. of the plant of the Willard Farmers Grain Co.

Holyoke, Colo.—The Colorado Mlg. & Elvtr. Co. has installed a Hall Signaling Distributor in its plant here. This is a recently completed plant.

La Salle, Colo.—Paul S. Meyer, who recently became mgr. of the LaSalle Co-op. Exchange, as reported, succeeded D. H. Friend in this capacity.

Boulder, Colo.—The Boulder Mlg. & Elvtr. Co. against which a petition of bankruptcy was recently filed, will be sold at public auction on Aug. 19.

Denver, Colo.—The case against the Colorado Mlg. & Elvtr. Co. in which the question of resale price maintenance was involved, has been dismissed by the federal trade commission.

Yuma, Colo.—The Farmers Exchange and Mlg. Co. will resume business operations and is planning to operate the elvtr. which was leased the past year to the Shannon Grain Co.

Denver, Colo.—A. W. Stockham, formerly with E. Stockham of Omaha, has moved to this place on account of his wife's health and will open a cash grain office for J. Rosenbaum Grain Co.

Denver, Colo.—Creditors of the Colo. Farmers Union Exchange have sold the plant to the Farmers Union Mlg. & Elvtr. Co., which will complete and operate the plant that the Colo. Co. was erecting.

Denver, Colo.—There seems to be an impression that Phelps, Funk & Co. are successors to T. D. Phelps Grain Co. Phelps, Funk & Co. is a new company with private wires and handling futures and has no connection with this company.—T. D. Phelps Grain Co., by T. D. Phelps.

Fort Lyons, Colo.—The Las Animas Mlg. & Elvtr. Co., a branch of the Colorado Mill & Elvtr. Co., has let contract to the Burrell Engineering & Construction Co. for a 63,000-bu. reinforced concrete elvtr. and warehouse with electric power, one leg, Kewanee Truck Lift and scale.

Denver, Colo.—Walter Scott of the defunct Scott George Grain Co., has entered the brokerage business here and H. C. George, also of the company, has become connected with the Midwest Grain Co. The Scott George Co. went into bankruptcy some time ago and M. Suave was appointed receiver by the Federal Court.

Berthoud, Colo.—I am now working for the Berthoud Farm Products Co. W. H. Gray, who was with the Osborne Co-op. Ass'n at Downs, Kan., is here and will also have charge as mgr. with the writer as assistant mgr. I am operating my station at Omar (Wiggins p. o.), and will handle wheat and beans.—W. E. Conn.

Wray, Colo.—W. H. Ferguson is building a 30,000-bu. cribbed, iron clad elvtr. and a 125-bbl. mill, 32x42 feet, five stories and basement. The elvtr. will be equipped with steel leg, a Richardson Automatic Scale, Eureka 405 Cleaner and dump, and will be operated by water-power and motors. The Birchard Construction Co. has the contract.

## IDAHO

Tetonia, Idaho—Thomas Bros. are equipping their plants here and at Fell with Hall Signaling Distributors.

Oxford, Idaho—Hyrum Lloyd has assumed charge of the plant of the Globe Mlg. Co. He is succeeded as mgr. of the Globe Mills at American Falls by C. A. Coon.

Montpelier, Idaho—J. K. Davis of Pocatello is the new mgr. of the plant of the Globe Grain & Mlg. Co. which recently leased the plant of the Miles Mlg. & Elvtr. Co. J. D. Shepard, whom Mr. Davis succeeds, has been transferred.

## ILLINOIS

Danville, Ill.—We will open an office here.—A. E. Betts & Son, Forest, Ind.

Green Valley, Ill.—Work has been started on the new elvtr. of the Farmers Grain & Coal Co.

Henning, Ill.—We bot the elvtr. here of Crawford & Cornell.—A. E. Betts & Son, Forest, Ind.

Gifford, Ill.—R. A. Trumbull has been succeeded as mgr. of the Gifford Elvtr. Co. by E. C. Richoz.

Decatur, Ill.—E. W. Bailey & Co. of Chicago established a branch office at this place the first of July.

Kingston, Ill.—The Kingston Farmers Co-op. Co. has equipped its plant with a Hall Signaling Distributor.

Virden, Ill.—The Virden Mill & Elvtr. Co. has been incorporated for \$50,000 by L. C., G. G. and H. A. Canham.

Chester, Ill.—The reinforced concrete elvtr. of the H. C. Cole Mlg. Co. has been completed and is being operated.

Bunker Hill, Ill.—The plant of the Farmers Elvtr. Co. was burned last month, incurring a loss of \$25,000; insured.

Jamesburg, Ill.—We bot the plants of R. T. Barton & Co. here and at Brothers.—A. E. Betts & Son, Forest, Ind.

Long Point, Ill.—John T. McCoy of Streator has bot the grain elevator and coal business here of B. F. Colehower.

Argenta, Ill.—J. W. Turner of Irving is the new mgr. of the Argenta Grain & Mlg. Co., succeeding H. C. Luckenbill.

Bell Landing, Ill.—The plant of the defunct Bell Landing Farmers Elvtr. Co. will be sold at auction some time this month.

Roseville, Ill.—The Farmers Elvtr. Co. has completed a new office building and has also erected a concrete coal platform.

Crescent City, Ill.—W. G. Smith has been succeeded by O. W. Maddin of Del Rey as mgr. of the plant of the Farmers Elvtr. Co.

Osman, Ill.—The Lotus Farmers Elvtr. Co. of Lotus has bot the elvtr. of John Reardon here and will operate it as a branch office.

Wing, Ill.—The Inland Grain Co.'s elvtr. burned July 28, together with a lot of grain. Building was insured for \$5,500; grain fully insured in the mutuals. This firm is locally known as J. H. Wright & Co.



Carrollton, Ill.—Plans are being made for the rebuilding of the plant of the Advance Mill & Elvtr. Co. which was burned on July 7.

Mason City, Ill.—J. A. McCreery & Son have erected large bins on a lot here to take care of the overflow of grain in their elvtr.

Saunemin, Ill.—Ed. Rampf, mgr. of the Farmers Elvtr. Co. and who has been confined in a Chicago hospital for some time, is reported improving.

Breckenridge, Ill.—The elvtr. of Milton Green & Co. was overloaded recently, causing one side to collapse and 1,500 bus. of grain to flood the tracks.

Industry, Ill.—I sold my elvtr. at Good Hope to the Good Hope Co-op. Grain Co. and am now mgr. for the Industry Co-op. Co. here.—A. C. Parks.

Muncie, Ill.—To correct the Journal's report, we bot the plant of the Farmers Elvtr. Co. at Muncie, Ill., not Indiana.—A. E. Betts & Son, Forest, Ind.

Brownwood, Ill.—The office of the Farmers Elvtr. Co. was burned a short time ago, the fire believed to have originated from sparks from a passing train.

Tonica, Ill.—Wm. A. King, operator of an elvtr. here, has purchased the elvtr. of G. A. Cope and has already taken possession. He will operate both plants.

Cornell, Ill.—R. E. Gentry has resigned his position as mgr. of the plant of the Cornell Co-op. Co. and is being succeeded by Mgr. Campbell of Galesburg.

Donnellson, Ill.—The plant of the Farmers Equity here was equipped with a Fairbanks 10-ton Auto Truck Scale. This was erroneously reported as at Hillsboro.

Walton, Ill.—Robert Kerr has succeeded W. C. Kittsmiller as mgr. of the Farmers Elvtr. Co. Mr. Kerr is said to be one of the youngest mgrs. in the country. He is 18 years old.

Mackinaw, Ill.—The Mackinaw Grain Co. is a newly organized business here with a capital stock of \$24,000. The company will operate six elvtrs., two at this place, two at Walnut Wood Station, one at Allentown and another at Lilly.

Donovan, Ill.—C. O. Hawkins succeeded Charles Rice as mgr. of the Donovan Farmers Co-op. Elvtr. Co. and he in turn was succeeded by myself. I was formerly mgr. here, but have been out of the business for the last few years.—F. W. Anderson.

Lowder, Ill.—The elvtr. of the Farmers Elvtr. Co. burned July 29 with 11,000 bus. of wheat. Insured. It is thought the company will rebuild. The salvage was handled for the underwriters by the Chicago Grain & Salvage Co. To get the grain out Mr. C. E. Fox of the salvage company hired a number of coal miners who had been out of work several months, but after working half a day all went on strike, and Mr. Fox had to discharge all and get help from a town ten miles away. High wages down in the mines seems to have destroyed their appetite for real work.

#### CHICAGO NOTES.

Memberships in the Board of Trade sold for \$5,400 and \$5,425 net on Aug. 4.

The finance com'te of the Board of Trade has declared the rate of interest for August to be 6%.

A. G. Hagelberger of Atlantic, Ia., has been listed "applicant" as a solicitor by Van Wie & Moorhead.

The Hansen Produce Co., Inc., was elected to membership in the clearing house of the Board of Trade at a special meeting of the directors on Aug. 4.

Jack Kellogg, vice-pres. of the Armour Grain Co., who has been spending the last two months in France, England and Germany, returned to this country the early part of August.

The Rogers Grain Products Co., Belvidere, has changed its name to the Boston Mlg. Co. and has decreased its capital stock from \$200,000 to \$100,000. F. W. Boston will be in charge.

The Columbia Malting Co. has incorporated for \$700,000 to do business in Indiana as the manufacturer of malt and the buyer and seller of grain. An Indiana charter was taken solely to facilitate the transfer of real estate.

The following were elected to membership in the Board of Trade: H. W. Applegate, Toledo, O.; Thomas F. Welch, Toledo, O.; Frank L. Kidder, Paris, Ill.; Waldo Z. Sharp, Sioux Falls, S. D.; Richard Williams and W. M. Lanyon of Chicago.

W. F. Eickman and T. E. Bennett, to cover Iowa and Illinois respectively, have been added to the field force of the Updike Grain Co. Mr. Eickman has been stationed at Storm Lake, Ia., and Mr. Bennett is now permanently located at Decatur, Ill.

Alonzo B. Poole, at one time in the grain elvtr. business, died July 10 at his home in Rochelle at the age of 70 years. Mr. Poole entered the grain commission business some years ago and at the time of his death was associated with John West & Co. He is survived by his widow and a daughter.

Augustus J. White, who has been in the grain commission business since 1880, died suddenly at his country home at McNaughton, Wis., Aug. 5, from heart disease. Mr. White was 61 years old and had been active on the Board of Trade for about forty years. He is survived by his widow and several brothers and sisters, among them being Charles E. White, also in the brokerage business.

E. W. Wagner & Co. are to pay fifty cents cash and fifty cents in notes running five years to their 6,500 creditors. The cash will be paid within sixty days and it is planned to make the first payment on Sept. 1. The company failed last December with liabilities estimated at \$6,000,000. E. W. Wagner, former head of the defunct company, was expelled from the New York Stock Exchange on July 27.

In answer to several of the leading boards of trade thruout the country as to its attitude toward the question of modifying the Volstead act to permit the return of light wines and beers the Chicago Board of Trade, in a letter signed by five of its members, has stated that according to the rules of the organization, it is impossible to make the matter an official one, "despite the fact that we feel the majority of our membership is favorable to this movement." A questionnaire has been drawn up and sent to local members in order to arrive at definite figures.

The R. J. Reid Grain Co. has taken offices in the Postal Telegraph bldg. and will do a general commission business in cash and futures. The company is composed of R. J. Reid of Ottawa, Ill., and J. A. Waring of Peoria, Ill., both of whom have had many years of experience in the grain trade, which with their large acquaintance assures the firm a successful future. Mr. Reid has been engaged in the grain commission business on his own account, and Mr. Waring for many years was traveling representative of Hulburd, Warren & Chandler, and until recently manager for the S. C. Bartlett Co. at Peoria.

#### INDIANA

Cowan, Ind.—Floyd Myers is the new mgr. of S. C. Herman's elvtr. here.

New Lisbon, Ind.—John Hazelrigg has sold his interest in the elvtr. here.

Oliver Station, Ind.—Iglehart Bros. of Evansville have a new storage tank at this place.

Wingate, Ind.—A 20-ton Fairbanks Scale was recently installed in the plant of the Crabbs Reynolds Taylor Co.

Hamlet, Ind.—The mill of the Hamlet Grain Co. was slightly damaged by fire starting in the cob house on July 31.

Teegarden, Ind.—C. W. E. Summers has succeeded the Farmers Supply Co. here and at Tyner. He was formerly mgr.

Sullivan, Ind.—Attorney Louis Meier recently purchased the property of the defunct Farmers Union Elvtr. Co. for the sum of \$1,700.

Gravel Hill (Fowler p. o.), Ind.—The elvtr. here of the Stuart estate of Lafayette has been leased by the Richland Grain Co. of Earl Park. The plant will be improved.

Poseyville, Ind.—We have about decided to build two concrete tanks, 14x44 feet, divided into bins, making eight bins in the two tanks with 10,000 bus. capacity. We will build the lower work floor and tower out of tile, the upper work house over top of the tanks out of wood frame, metal clad.—P. Reising & Son.

Bee Grove (Hanna p. o.), Ind.—We built and enlarged the old Price & Davidson elvtr. here and now have it in operation.—Andreas Lumbe Co., F. L. Yeoman, sec'y.

Hanna, Ind.—We have foundations in, and about all the material on the job to complete our 12,000-bu. elvtr. here.—Andreas Lumbe Co., F. L. Yeoman, sec'y.

Foraker (Wakarusa p. o.), Ind.—It has been reported that Messrs. Shelley and Weaver have erected an elvtr. here. D. M. Firestone is also building a plant at this place.

Indianapolis, Ind.—The Bachman Mlg. Co. incorporated to deal in grain and cereals, capital stock, \$80,000. Incorporators: Leland Carter, V. Bachman and George Walden.

North Manchester, Ind.—Syler & Syler are erecting four concrete cold storage tanks in connection with the plant they purchased last December from the Farmers Elvtr. Co.

Hartford City, Ind.—The Cotterman Grain & Mlg. Co. of which W. M. Schumacher is mgr. has reopened the Pennsylvania Elvtr. here, which the company bot some months ago.

Jamestown, Ind.—The plant of the Jamestown Mill & Elvtr. Co. which the Newton Busenbark Grain Co. of Crawfordsville purchased last December at a receiver's sale, is being remodeled by the Busenbark Co.

Bedford, Ind.—The Lemon Mlg. Co. has been incorporated for \$50,000 to operate grain elvtrs. and flour mills. Incorporators: Walter C. Garsten, Harriett M. Lemon, A. A. Lane, W. F. Morgan, and Alice C. Morgan.

Linwood, Ind.—The new elvtr. of the Linwood Grain Co. was recently sold to a firm composed of P. E. Goodrich, Claude Barnes of Winchester, and L. H. Bidding of Chesterfield. An elvtr. of this company is also operated at Chesterfield.

Atlanta, Ind.—The elvtr. and mill of the Walton Mills has been purchased by G. G. Davison of Tipton, operator of elvtrs. at Goldsmith and Jackson's station. The purchase of the mill and elvtr. at this place does not include the machinery.

Indianapolis, Ind.—The Indiana Grain Dealers Ass'n recently elected the following firms to membership: Richmond Roller Mills & Elvtr. Co., Richmond; Flinn & Schluttenhofer, Earl Park; Rochester Co-op. Elvtr. Co., Rochester; Guild Grain Co., Fairland.

Argos, Ind.—C. D. Morgan of Deedsville recently bot an elvtr. here and has already taken charge. His elvtr. at Deedsville is being managed by D. E. Brown and Charles Easter at the present time. Mr. Morgan at one time conducted a grain business in Mexico.

Oaktown, Ind.—On July 16, the 40,000-bu. frame warehouse and elvtr. of J. B. Sartor was burned incurring a loss estimated at over \$33,500, which is almost wholly covered by insurance. The warehouse contained about 33,000 bus. of wheat at the time of the fire. The locomotive of the C. & E. I. "melon special" was instrumental in giving the fire alarm, the fire occurring at 1 a. m., and in saving two cars of wheat on a siding.

#### IOWA

Farragut, Ia.—The Farmers Co-op. Co. is erecting a stucco office building.

Jefferson, Ia.—The elvtr. here of the Armour Grain Co. is being repaired and painted.

Bartlett, Ia.—Good Bros. have erected an office in connection with their elvtr. here.

Faulkner, Ia.—E. L. Dreher has resigned his position as mgr. of the Farmers Elvtr. Co.

Superior, Ia.—E. W. Chapman has resigned his position as mgr. of the Farmers Elvtr. Co.

Geneva, Ia.—Wm. Lickel recently succeeded A. L. Brewster as mgr. of the Farmers Elvtr. Co.

Maxwell, Ia.—George M. Gamble is mgr. of the King-Wilder Grain Co.—F. O. Ray, Marshalltown.

Thompson, Ia.—C. J. Brenner has become mgr. of the plant of the Farmers Co-op. Elvtr. Co.

Ferguson, Ia.—The plant of the Farmers Elvtr. Co. was slightly damaged by fire a short time ago.



Shenandoah, Ia.—The Farmers Co-op. Exchange has opened for business with J. E. Davis in charge.

Maxwell, Ia.—I have been out of the grain business for some time and have left Maxwell.—F. O. Ray, Marshalltown.

Tama, Ia.—An addition has been erected to the elvtr. of N. S. Beale & Son, increasing the storage capacity 5,000 bus.

Elma, Ia.—The plant of the Hunting Elvtr. Co. at this place is being improved. Work is being done by the T. E. Ibberson Co.

Killduff, Ia.—The Fleck Elvtr. Co. has been incorporated for \$10,000. R. C. Fleck will act as pres. and L. A. Fleck, sec'y-treas.

Callender, Ia.—The Callender Grain Ass'n is erecting a 37,000-bu. elvtr. here. The Younglove Construction Co. has the contract.

Adel, Ia.—Geo. Mann, mgr. of the plant of the Farmers Elvtr. Co. is planning to move to California for the benefit of his health.

Hayfield, Ia.—Fire burned the engine room in the elvtr. here of the Hubbard Grain Co. of Mason City July 14, doing serious damage.

Panora, Ia.—Arthur Allen has been elected to succeed Glenn Hall as mgr. of the Farmers Elvtr. Co. Mr. Hall is now located at Marcus.

Webster City, Ia.—The machinery for the elvtr. being erected for the Farmers Grain Co. will be furnished by the Grain Dealers Supply Co.

Bonair, Ia.—The Hunting Elvtr. Co.'s plant here is being extensively improved. Contract for the work was awarded to the T. E. Ibberson Co.

Napier (R. F. D. Ames), Ia.—The elvtr. of the Farmers Co-op. Co. has been purchased by L. E. and J. M. Munsinger and W. T. Barr of Ames.

Titonka, Ia.—R. E. Nauman, formerly with the Farmers Elvtr. Co. of Burt, has succeeded Anton Holcomb as mgr. of the Farmers Elvtr. Co. here.

Washington, Ia.—The plant of the Washington Elvtr. Co., which was burned July 14, incurring a loss estimated at \$18,000, insured, will be rebuilt.

Dumont, Ia.—Eighteen sacks of flour, two sacks of chicken feed and an adding machine were stolen from the office of the Farmers Elvtr. Co. recently.

Milford, Ia.—Farmers in this vicinity are contemplating the establishment of a co-op. company. They also plan to buy the K. S. Myers elvtr. at this place.

Laurens, Ia.—G. W. Ferguson has resigned his position as mgr. of the Farmers Trading Co. and has been succeeded by McKinley Larson of Berestford, S. D.

Dunbar, Ia.—The Dunbar Elvtr. Co. of which Otto Tweed is mgr. is the new name of the Dunbar Grain & Stock Co. which was reorganized a short time ago.

Leon, Ia.—L. H. Horner has purchased the coal and feed business of the Biddison Coal & Grain Co. and has already taken possession. The Biddison Co. will retain its elvtr.

Iowa Falls, Ia.—J. R. Murrell, Sr., recently opened an office here for the Ray Murrell Grain Co. of Cedar Rapids. Mr. Murrell was formerly connected with Rumsey & Co. of Chicago.

Lake Mills, Ia.—E. Croforth has been transferred from Dike to this place as mgr. of the Independent Grain & Lumber Co. L. Christiansen of Parkersburg succeeds him at Dike.

Lawton, Ia.—Thomas McElwain, formerly in the auditing department of the head offices of the Nye, Schneider, Jenks Co. at Omaha, is now in charge of the company's elvtr. at this place.

Creston, Ia.—The partnership of Charles Roberts and Fred Bassett who have conducted a grain and produce business here, has been dissolved. Mr. Bassett will continue the business.

Missouri Valley, Ia.—This firm was incorporated July 1 with general offices at Omaha, Neb. We will do a general grain business and operate the terminal elvtr. here, having purchased same from the Updike Grain Co.—Missouri Valley Elvtr. Co., N. R. Reasoner, pres.

Burlington, Ia.—Plans for the reopening of the Derby flour mill and elvtr. which were closed a short time ago, are being made. It has been suggested that a company to purchase the plant be organized.

Marcus, Ia.—At a recent meeting of the directors of the Farmers Elvtr. Co., Glenn Hall, formerly with the Farmers Elvtr. Co. at Panora, was appointed mgr. of the Marcus plant. He succeeds L. M. Wood in this capacity.

Hanlontown, Ia.—Anton Holcomb, formerly mgr. of the Farmers Elvtr. Co. at Titonka, has become mgr. of the Farmers Elvtr. Co. here to succeed A. O. Kassa. Mr. Kassa will be in charge of the live stock end of the business.

Breda, Ia.—Regarding the report that the south side of the Loeltz & Dozier Elvtr. caved in and caused over a thousand bus. of grain to be strewn over the ground, the firm writes: "People talk a good deal when the day is long. There was no particular damage done and we had it all in shape in less than five hours. These grain solicitors that come around and see anything like to make a big thing of it."

## KANSAS

Liberal, Kan.—The Home Elvtr. Co. has been incorporated for \$12,000.

Winona, Kan.—The Kansas Mlg. Co. is erecting an elvtr. here.

Burns, Kan.—The Burns Co-op. Union was recently incorporated for \$10,000.

Linn, Kan.—The plant of the Farmers Elvtr. Co. was slightly damaged by fire a short time ago.

Waldron, Kan.—The elvtr. of the Vance Grain Co. will be under the management of Price Young.

Oneida, Kan.—A Hall Signaling Distributor has been installed in the plant of the Derby Grain Co.

Scranton, Kan.—F. E. Michael's elvtr. at this place burned on July 19. A loss of \$10,000 was sustained.

Montezuma, Kan.—Jake Thompson of Haggard is the new mgr. of the Farmers Grain & Lumber Co.

Hutchinson, Kan.—Plans are being made to move the offices of the Larrabee Mlg. Co. from this place to Wichita.

Rossville, Kan.—The new elvtr. of J. H. Dougan & Sons has been equipped with a Hall Signaling Distributor.

Lillis, Kan.—The elvtr. of Barrett & Walker that burned was at this place, instead of Willis, as erroneously reported.

Cambridge, Kan.—I bot the Cambridge Elvtr. of the Farmers Grain Co. and sold it to James T. Stout.—H. T. Fromm.

Mulvane, Kan.—A. A. Hatfield has bot back the elvtr. recently sold to Mr. Rhodes, and will operate it under his name.

Jamesport, Kan.—The elvtr. of the Lindsborg Mill & Elvtr. Co. was burned July 30. Grain valued at \$2,700 was stored in the plant.

Salina, Kan.—A grain buying branch office of the Beyer Grain Co. of Wichita has been established here. M. L. Gear will be in charge.

Marion, Kan.—M. Pierce has succeeded James Reed as mgr. of the Marion Co-op. Equity Exchange. Mr. Reed is now located at Hope.

Haven, Kan.—E. P. Barrett and B. E. Adamson are contemplating the establishment of a company to buy the plant of the Haven Mills.

Englewood, Kan.—Geo. I. Edmisson's elvtr. here was damaged by the tornado on July 24. It was a new plant just recently put in operation.

Hutchinson, Kan.—The last of the wheat storage tanks of the Rock Mill & Elvtr. Co. have been taken away. The plant was recently burned.

Saxman, Kan.—R. F. Benton of Oklahoma City has leased the mill of the Leonard Mill & Elvtr. Co. and will overhaul it and put it in operation.

Newton, Kan.—A laboratory has been installed in the mill of the Consolidated Flour Mills Co. and Dan Phillips has been engaged as chemist.

Ashton, Kan.—Dr. T. T. Holt of Geuda Springs bot the elvtr. of the Farmers Union here.—A. D. Denton, pres. Home National Bank, Arkansas City.

Webber, Kan.—The elvtr. and warehouse of Bossemeyer Bros. containing about 4,000 bus. of grain, burned on the night of July 23. Lightning started the fire.

Clyde, Kan.—L. P. Jones, formerly mgr. of the plant here of the Golden Belt Grain & Elvtr. Co. has become connected with a grain elvtr. at Sterling, Colo.

Marysville, Kan.—An F-M Semi-Diesel Oil Burning Engine was installed in the plant of the Marysville Mill & Elvtr. Co., of which J. E. Riley recently became mgr.

Cummings, Kan.—The plant recently purchased here by O. D. Amend to be operated as the Cummings Grain Co., was formerly known as the Farmers Union Elvtr. Co.

Mont Ida, Kan.—Please change my address from Garnett to this place as I am going to start erection of a new elvtr. there and will rush completion.—John McClune.

Tecumseh, Kan.—The new 10,000-bu. elvtr. owned by J. J. Merrillat and Hugh A. Ralston was opened for business July 17. The elvtr. contains five bins and is 40 feet high.

Whiteside, Kan.—Ira Schwint has become mgr. of the plant of the Farmers Elvtr. Co. here, having resigned as mgr. of the Farmers Co-op. Grain & Elvtr. Co. at Anthony.

Sylvia, Kan.—The elvtr. here of the Hopkins-McKibben Grain Co. of Hutchinson, which recently dissolved, has been leased by the Midwest Grain Co. Mr. McKibben will continue as mgr.

Haggard, Kan.—Jake Thompson has been succeeded as mgr. of the Security Elvtr. Co. by D. J. Smith. Mr. Thompson will be connected with the Farmers Grain & Lumber Co. of Montezuma.

Wichita, Kan.—J. H. Lankford, formerly with the Paul Gano Grain Co. of Hutchinson, has severed that connection and will hereafter be associated with the John Hayes Grain Co. of this place.

Larned, Kan.—H. M. Halloway was recently appointed receiver of the Bowen-Romer Mlg. Co., operator of an elvtr. also, but instructions for the leasing of the mill were issued so that operation would not cease.

Simpson, Kan.—The Kansas Mlg. Co. recently filed a foreclosure of mortgage suit against Hattie and J. E. Bourne and the Farmers State Bank for foreclosure of a mortgage of \$6,126 on the property of the Simpson Mlg. Co.

Bonner Springs, Kan.—Machinery for the new mill here known as the Tiblow Mills and operated by the Ismert Hinckle Mlg. Co. of Kansas City, Mo., is being installed. The plant will be put in operation some time this month.

Pittsburg, Kan.—The Pittsburg Elvtr. Co. is building a warehouse and feed mixing plant, 78x24 feet, one story, and installing a Eureka Batch Feed Mixer and a leg for elvtr. mixed feed. The Star Engineering Co. has the contract.

Clay Center, Kan.—An addition to the office of the Williamson Mlg. Co. has been erected. The company will also install a chemical laboratory which will be managed by W. F. Asendory, formerly instructor in chemistry at the University of Kansas.

Moundridge, Kan.—After 32 years of service, J. W. Krebhiel has resigned his position as mgr. of the Moundridge Mlg. Co., but will continue to be associated with the company in an advisory capacity. His two sons, Carl C. and Nelson W., will succeed him.

Lucas, Kan.—O. F. Hoopes, who bot out the Richter Grain Co. of Salina and is operating there under the firm name of O. F. Hoopes Grain Co., will run the elvtr. at this place. R. L. Phelps and T. H. Graves will have charge of the business at Salina.—O. F. Hoopes, Salina.

Coates, Kan.—The new plant of the Farmers Elvtr. Co. collapsed July 31 when loaded with 9,000 bus. of grain. The plant had a capacity of 27,000 bus. and contained four bins. A hole 15x20 feet was made by the pressure of the grain. Investigation showed that the re-enforcing rods in the tile had not been fastened. A. Swanson, mgr. of the plant and also vice-pres.



of the Kansas Grain Dealers Ass'n, has stated the hole will be patched up with concrete.

Hutchinson, Kan.—The Farmers Co-op. Commission Co. of Kansas City, Mo., now maintains offices here and at Wichita which are under the management of W. H. Poling and Bernard Magaffin respectively. Memberships in the Boards of Trade at these cities are also held.

Hutchinson, Kan.—A. L. Ayres, mgr. of the Central Grain Co., which was recently ordered dissolved because of alleged violation of the Kansas anti-trust law, has formed a new company which will be known as the Central Grain & Laboratories Co., which will do a general grain business and conduct commercial cereal laboratory. Mr. Ayres will be pres., C. C. Kelly, vice-pres., John Rhodes, sec'y and Bruce F. Young, treas. L. F. McConnell will be in charge of the laboratory.

Hutchinson, Kan.—The flour mill and elvtr. of the Sawyer Mfg. Co. were totally destroyed by fire July 29. Loss, \$200,000; insured. The mill had a capacity of 600 bbls. daily and about 25,000 bus. of wheat and 1,000 bbls. of flour were stored in the plant at the time of the fire, which is believed to have started from a dust explosion. The office, which contained the records and paper of the company, was saved. Officers have not decided whether or not the plant will be rebuilt, stating that a decision would be made later.

The following applications for membership in the Kansas Grain Dealers Ass'n have been received since June 1: Gregory & Paulson, Lyndon; Walter Brown, Perry; Osage City Grain & Elvtr. Co., Osage City; A. F. Grote, Berwick; Karns Grain Co., Ft. Scott; L. A. Smith, St. Paul; Savonburg Farmers Union Co-op. Ass'n, Savonburg; Farmers Co-op. Commission Co., Hutchinson; Bucklin Mfg. Co., Bucklin; Prather Grain Co., Garfield; G. W. Smith, Chase; Farmers Grain & Supply Co., Great Bend; Farmers Co-op. Co., Haviland; Anderson Grain Co., Bucklin; Earl James, Arcadia; Arlington Mill & Elvtr. Co., Arlington; Farmers Co-op. Produce Co., Frankfort; Colby Mfg. Co., Colby; Waterville Farmers Grain & L. S. Co., Waterville; Bartlett Grain Co., Norwich, and the Oak Elvtr. Co. of Oak, Neb.

## KENTUCKY

Elizabethtown, Ky.—G. T. Massey is now sole owner of the plant of the Elizabethtown Mfg. Co., having purchased the interest of his partner, C. W. Terry.

Lexington, Ky.—Our elvtr. which is of wood-cribbled construction, will have to be moved and an addition will be added to same, increasing our capacity by 30,000 bus. We will build a new concrete fireproof warehouse, 44 feet wide and 160 feet long. Part of this warehouse will be used for hay and straw and will be equipped with a gravity steel roller conveyor to carry hay from the cars to automatic scale, and an electric piling house. A new seed cleaning plant will be installed in brick building next to elvtr. and another warehouse, 70 feet long, will also be moved from its present location to another part of the site. When completed, we will have switching facilities for twenty cars and a very complete modern plant. Additional bagging scales will be installed and other facilities for handling material mechanically. We are expecting to start this work just as soon as the priority orders of the railroads are modified sufficiently to enable us to be assured of ample supplies of material. This work is to be done by the Burrell Engineering & Construction Co.—Blue Grass Commission Co., W. B. Talbert.

## LOUISIANA

New Orleans, La.—Explosion insurance is now included in the regular handling and storage rates and ten days' free time will be granted export shipments in the public grain elvtr., according to an announcement of the dock board. It is estimated that these changes in tariff will save shippers \$40,000 to \$50,000 yearly.

## MARYLAND

Baltimore, Md.—The special com'ite appointed by the Chamber of Commerce to meet and discuss with insurance adjusters claims arising from the recent fire of the elvtrs. of the Baltimore & Ohio Railroad at Locust Point has been

successful in its undertaking, as the claims will be paid. The entire loss is estimated at about \$3,000,000.

## MICHIGAN

Oakley, Mich.—Earl Jones has been appointed mgr. of the newly completed plant of the Oakley Farmers Co-op. Elvtr. Co.

Jackson, Mich.—The Mutual Grain & Feed Co. has been incorporated for \$10,000 to conduct a wholesale and retail business.

Marshall, Mich.—The new elvtr. of the Marshall Farmers Elvtr. Co. has been completed. It is 40x100 feet, modernly equipped and electrically driven.

Detroit, Mich.—Joe and Will Jossman have sold their interest in the Caughey-Jossman Grain Co. to F. T. Caughey. Will Jossman will continue in charge.

Sandusky, Mich.—Please change my address from St. Louis, Mich., to this place.—George F. Young.—Mr. Young was mgr. of the St. Louis elvtr. of the Bad Axe Grain Co. at St. Louis, Mich.

Flint, Mich.—Grain dealers are urged to attend the annual convention of the Michigan Hay and Grain Dealers Ass'n to be held at this place Aug. 22, given under the auspices of the convention bureau of the Chamber of Commerce. A specially conducted automobile tour through the city will be taken to show the interesting and instructive points of Flint.

Breckenridge, Mich.—The suit of the Breckenridge Farmers Elvtr. Co. versus the Township of Wheeler to recover taxes amounting to \$260 paid under protest by the elvtr. on notes payable given by them amounting to \$14,000 and erroneously assessed as capital, was brot to a close recently, a verdict being in favor of the elvtr. company.

## MINNESOTA

Madison, Minn.—C. A. Barker is now mgr. of the Haydenville Grain Co.

Hatfield, Minn.—The Farmers Elvtr. Co. is erecting a 30,000-bu. elvtr. here.

Kimball, Minn.—H. M. Keene has become connected with the Farmers Elvtr. Co.

Duluth, Minn.—K. S. Bagley has been admitted to membership in the Board of Trade.

Springfield, Minn.—D. T. Wendt is the new mgr. of the plant of the Farmers Elvtr. Co.

Avoca, Minn.—A. A. Swanson of Walnut Grove is the new mgr. of the Farmers Elvtr. Co.

Fulda, Minn.—Frank P. Cullen, general mgr. of the Farmers Elvtr. Co., was married a short time ago.

Warroad, Minn.—A branch house of the Crookston Mlg. Co. of Crookston has been opened here.

Spring Valley, Minn.—I have taken over the elvtr. here of the LaCrosse Grain Co.—Henry Stephenson.

Sherburn, Minn.—H. W. Lambie has been appointed mgr. of the plant of the Sherburn Farmers Elvtr. Co.

Franklin, Minn.—Hugh Mullin of Green Isle, recently purchased the plant of the Pacific Elvtr. Co. here.

Chandler, Minn.—The plant of the Chandler Farmers Elvtr. Co. was slightly damaged by lightning on July 29.

Delhi, Minn.—The plant of the Atlas Elvtr. Co. is being overhauled. The work is being done by the T. E. Ibberson Co.

Hartland, Minn.—Louis Larson of Clarks Grove will be in charge of the plant of the Farmers Elvtr. Co. next year.

Lakefield, Minn.—C. O. Ranney of Sioux Rapids, Ia., has succeeded A. J. Nestrud as mgr. of the Farmers Co-op. Elvtr. Co.

Badger, Minn.—The Crookston Mlg. Co. of Crookston recently awarded contract for the erection of an elvtr. at this place.

Traverse (St. Peter p. o.), Minn.—The plant of the Traverse Elvtr. Co. of which Thomas Miller is mgr. has been repaired.

Sargeant, Minn.—A. K. Stephenson has taken over the elvtr. here of the LaCrosse Grain Co.—Henry Stephenson, Spring Valley.

Dexter, Minn.—S. W. Stephenson has taken over the elvtr. here of the LaCrosse Grain Co.—Henry Stephenson, Spring Valley.

Webster, Minn.—The plant of the Webster Farmers Elvtr. Co. is now under the management of H. B. Brickley of Minneapolis.

Milan, Minn.—J. P. Quigley of Danvers is now in charge of the plant here of the Monarch Elvtr. Co., succeeding Charles Nordgren.

Darwin, Minn.—W. J. Caven, sec'y of the Farmers Co-op. Elvtr. Co., has been appointed mgr. of the plant, succeeding P. L. Casey.

Owatonna, Minn.—F. W. Wicklow's flour, grain and feed business has been purchased by the Owatonna Farmers Elvtr. & Merc. Co.

Lakeville, Minn.—The elvtr. of the Equity Co. has been purchased by the Farmers Elvtr. Co. and the plant will be put into operation.

Correll, Minn.—The North elvtr. of the Farmers Elvtr. Co. was destroyed by fire believed to have started from sparks from passing locomotives.

Rothsay, Minn.—O. P. Paulson has bot the plant here of the Monarch Elvtr. Co. and will operate it. He was formerly with the Farmers Elvtr. Co.

St. James, Minn.—The St. James Co-op. Elvtr. Co. is a new firm being organized here and Otto Nelson is chairman of a com'ite selling stock.

Blue Earth, Minn.—The plant of the Farmers Elvtr. Co. is being painted and other improvements made. Work is being done by the T. E. Ibberson Co.

Thief River Falls, Minn.—Tessum & Co., Inc. to deal in grains, has been incorporated for \$50,000 by O. Tessum, G. C. Tessum, Frank Bass and L. H. Oos.

Gaylord, Minn.—C. E. Peterson, formerly agt. for the Great Western Grain Co. at Lafayette recently purchased the plant of the Security Elvtr. Co. here.

Fairfax, Minn.—A motor and silent chain drive is being installed in the elvtr. of the Eagle Roller Mills at this place. The T. E. Ibberson Co. has the contract.

Lismore, Minn.—The Farmers Elvtr. Co. has discontinued operating and T. C. Ager, mgr., has become connected with the Farmers Elvtr. Co. at Kanaranzi.

Strathcona, Minn.—The Crookston Mlg. Co. of Crookston is planning to buy the elvtr. it sold to the farmers some years ago, or will erect a new one.

Minneota, Minn.—The Eagle Roller Mills are installing a new motor and silent chain drive in their elvtr. The work is being done by the T. E. Ibberson Co.

Red Lake Falls, Minn.—Farmers in this vicinity are contemplating the establishment of a co-op. company to purchase the Peterson-Biddick warehouse.

Bird Island, Minn.—The Charles Hilsberg Elvtr., now owned by L. N. Ritten, is having a feed mill erected, machinery for which will be furnished by Sprout, Watron & Co.

Kanaranzi, Minn.—W. F. McDowell, who recently resigned his position with the Farmers Elvtr. Co. here, was succeeded by T. C. Ager, former mgr. of the Farmers Elvtr. Co. at Lismore.

Walnut Grove, Minn.—The Eagle Roller Mills are having a motor in connection with a Link Belt Silent Chain Drive installed in their elvtr. here. Contract for the work was awarded to the T. E. Ibberson Co.

Storden, Minn.—The Farmers Grain Co. has been incorporated for \$10,000 and is planning to purchase the two elvtrs. of the Storden Grain Co. now being dissolved. Officers and directors of the new company are: Simon Olson, pres.; Gunder Stavner, vice-pres.; James Hanson, sec'y; Sophus Anderson, treas. David Tibode, J. C. Hanson and A. J. Tjenti, directors.



Clarkfield, Minn.—A new motor and silent chain drive is being installed in the elvtr. here of the Eagle Roller Mills. The plant is also being otherwise improved. Work is being done by the T. E. Ibberson Co.

Northfield, Minn.—The flour mill has been turned over to the new owners, the Northfield Flour Mills, Inc., and the plant will be put in operation Aug. 15. The company has elvtr. facilities at Minneapolis.

Lake City, Minn.—T. F. Norton took charge of the Hunting Elvtr. Co.'s elvtr. here, coming from Austin, where he was agent for the same company.—E. J. D.—Mr. Norton succeeds C. S. Cardinal, who resigned.

Waseca, Minn.—The Waseca County Elvtr. Ass'n is a new organization being formed here with a capital stock of \$25,000, and will buy out the business of the Waseca County Farmers Elvtr. and Mercantile Ass'n.

Ceylon, Minn.—Following an investigation of the report of the shortage of \$15,000 in the accounts of the Farmers Elvtr. Co., O. L. Shively, who has been mgr. of the plant for seven years, was arrested on a charge of embezzlement on July 19 and released on \$2,000 bonds until the formal hearing of the case. Shively is said to have turned into the company \$500 from the proceeds from the sale of a car of corn that amounted to \$731.79, retaining the balance. During his seven years of service it was charged that he played the market and the shortage, successfully covered up until now, accumulated. Mr. Shively says that in his capacity of mgr. he had hedged on grain on the market, and that the falling prices were responsible for the shortage. He declared he was acting in the interest of the elvtr.

## MINNEAPOLIS LETTER.

The Midwest Grain & Feed Co. was recently incorporated for \$25,000 by K. and S. Schaffer.

O. H. Ulring has become connected with the Peavey Co. and will handle cash grain. He was formerly with E. L. Welch & Co., now bankrupt.

The Vye Grain Co. is a new firm here with offices in the Chamber of Commerce Bldg. A branch office at Sioux Falls, S. D., will be maintained.

Theodore H. Welch, who was appointed receiver for E. L. Welch & Co., filed a voluntary petition of bankruptcy on Aug. 7 with assets estimated at \$115,038 and liabilities of \$785,542.

The Woodward Elvtr. Co. of this city has purchased the North Dakota elvtrs. of N. J. Olson & Sons of Moorhead, located at the following towns: Sanborn, Litchville, Hobart, Cooperstown, Binford, Hannaford and Shepard.

The Hales & Hunter Co., operator of a grain elvtr. is the defendant in a suit for \$18,000 brought against them by residents of Manhattan Park who allege that dust, weed seed and chaff from the elvtr. sift into the cisterns, the homes of the residents and cause gardens to be overrun with weeds.

## MISSOURI

St. Joseph, Mo.—The Missouri-Kansas Grain Co. has decreased its capital stock from \$25,000 to \$10,000.

East Prairie, Mo.—W. S. Davis has succeeded Walter Allstun as mgr. of the Mississippi County Elvtr. Co.

Holt, Mo.—The Holt Grain & Supply Co. has engaged Oscar Clark to manage the poultry and produce department.

Potosi, Mo.—A 125-h. p. engine and a 10,000-gal. oil tank has been installed in the plant of the Potosi Mill & Elvtr. Co.

Chaffee, Mo.—Additional machinery and power equipment is being installed in the plant of the Enterprise Mill & Grain Co.

Hunnewell, Mo.—J. M. Freshwarer has been succeeded as mgr. of the Farmers Elvtr. & Exchange Co. by A. L. Vaughn.

Mound City, Mo.—O. W. Long recently traded a 360-acre farm from the elvtr. at this place, and has already taken possession.

Archie, Mo.—W. J. Straley and E. W. Hodges are reorganizing the Farmers Elvtr. & Supply Co., which recently closed because of lack of business.

St. Joseph, Mo.—Machinery valued at \$100,000 is being installed in the plant of the Grain Belt Mills being rebuilt to replace the one burned a short time ago.

Urich, Mo.—The Graham Grain Co. has taken over the elvtr. of James W. Kenemer, hay and coal dealer, who traded it for a farm. Roy Dobson will be in charge.

Windsor, Mo.—The mill and elvtr. of the Petty Grain Co. of which Walter Petty is proprietor, will be rebuilt on the same site. The plant was burned June 7.

Centerton, Mo.—Ernest Mahon, son of Kimbrough Mahon, who is pres. of the Mahon Flour Mills, died a short time ago from injuries received in an automobile accident.

Sikeston, Mo.—J. E. Meyers, deputy state grain inspector, was found dead in a car of wheat here a short time ago, heart disease believed to be the cause. He was 55 years old.

St. Louis, Mo.—John R. Lewis, grain broker, died July 31 from injuries received in a fall. Mr. Lewis, who was a member of the Merchants Exchange for 35 years, is survived by his widow and a son. He was 63 years old at the time of his death.

Liberty, Mo.—The Farmers Marketing Co. is planning the erection of a large wareroom and the installation of a 15-ton Fairbanks Scale. Edgar Dunn was recently appointed mgr. of the plant, and the working force is to be increased. The company recently purchased the plant of the Carbin Mfg. Co.

St. Louis, Mo.—The board of directors of the Merchants Exchange has adopted a regulation fixing a charge of 7½ cents on each \$100 valuation or fraction thereof on each car of grain consigned to this market in order to secure a uniform charge for riot or strike insurance. This goes into effect immediately.

The new grain grading campaign, inaugurated by the State Marketing Bureau of the Missouri Board of Agriculture will cover lectures in the following territory: Rushville, Aug. 14; De Kalb, Aug. 15; Faucett, Aug. 16; Agency, Aug. 17; Easton, Aug. 18; Freeman Park, Aug. 19; Clinton county will be covered Aug. 21-26; Warrensburg, Aug. 28; Holden, Aug. 29; Chilhowee, Aug. 30; and Leeton, Aug. 31.

## KANSAS CITY LETTER.

William Lincoln has become mgr. of the office of the Armour Grain Co.

E. F. Emmons of the Simonds-Shields-Lonsdale Co. is back on the trading floor after an illness of three months.

Theodore F. Ismert has been elected to membership in the Board of Trade. H. P. Seward has sold his membership.

Walter A. Hinchman has entered the grain commission business in his own name. He is receiver for the Kemper Grain Co.

The Wallingford Bros. Grain Co. of Wichita, Kan., will be represented here by Fred R. Warrick who recently became a member of the Board of Trade here.

F. W. McCoy and O. C. Thomas have dissolved their partnership in the McCoy-Thomas Grain Co. and the business will hereafter be conducted by Mr. McCoy.

L. P. Nellis who has been representing J. S. Bache & Co. of Chicago and New York, has sold his membership in the Board of Trade here, and the office has been closed.

Wallingford Bros. of Ashland, Kan., have purchased a membership on the Board of Trade and have opened an office here which will be under the management of E. G. Wallingford.

Six claims, amounting to \$36,000, were presented during July against the defunct Associated Mill & Elvtr. Co. It is estimated there are total claims of \$269,000 against the company.

The Kansas Flour Mills Co. has let the contract to the Burrell Engineering & Construction Co. for a 6,000-bbl. daylight flour mill, as reported recently, and a 500,000-bu. reinforced concrete elvtr.

James W. McCullah of the Bartlett, Frazier Co. of Chicago has applied for membership in the Board of Trade on a transfer from Frank S. Cowgill, who died a short time ago. Mr. Cowgill was also associated with the Bartlett, Frazier Co.

O. F. Bast has severed his connection with the Purity Oats Co. of Davenport, Ia., and has become associated with the Federal Grain Co. in charge of its coarse grain department. He contemplates joining the Board of Trade.

The Board of Trade has appointed a special advertising com'te, composed of J. E. Rahm, H. J. Smith and A. L. Ernst, to supervise and pass upon all advertising of member firms, including market letters, circulars, printed matter, trade papers; also gifts, donations and subscriptions, direct or indirect, intended to influence shippers.

F. G. Crowell, vice-pres. of the Hall-Baker Grain Co. was held up Aug. 4 while driving with his wife and some friends and his chauffeur. The thieves relieved the party of \$100, a diamond ring of Mr. Crowell's, valued at \$600, earrings also valued at \$600 and a diamond studded, platinum wrist watch of Mrs. Crowell's worth \$2,200, beside several small articles.

We have opened an office here called the Rocky Mountain Grain & Commission Co. and have a membership in the Board of Trade under the name of George D. Higby. We have not bot an elvtr. and intend to do mainly a commission business.—Rocky Mountain Grain & Commission Co.—This company is a subsidiary of the Colorado Mfg. & Elvtr. Co. of Denver, Colo., and is reported as having been incorporated for \$50,000.

A new firm has been organized here to deal in grain, hay, feed and alfalfa products, which will be known as Whitely & Co., Inc. Clyde C. Whitely who has been in the grain and feed business here about fifteen years, is the founder, together with N. C. Campbell, pres. of the Kansas City Hay Dealers Ass'n and also associated with the Campbell Durbin Hay Co., and James P. Campbell, formerly with the Lamar Alfalfa Mfg. Co. of Lamar, Colo.

## MONTANA

Ringling, Mont.—The McLean Elvtr. Co. closed its elvtr. here June 1.—Chas. A. Minnier, agt.

Yates, Mont.—The post office at this place has been discontinued. Mail should be sent to Beach, N. D.

Moore, Mont.—We are installing a 10-ton scale and a Kewanee Truck Lift in our elvtr. here.—P. F. Brown Co.

Lewistown, Mont.—We are installing a 10-ton scale and a Kewanee Truck Lift in our elvtr. here.—P. F. Brown Co.

Harlem, Mont.—R. J. Walker was appointed mgr. of the plant of the Equity Elvtr. Co. at the annual meeting held recently.

Hamilton, Mont.—The Hamilton Flour Mill & Elvtr., owned by W. A. Wright, has been sold to S. J. Wright of Malta and T. F. Wright of Hardin.

Suffolk, Mont.—The Montana Elvtr. Co.'s elvtr. burned recently in supposed incendiary. Between 3,000 and 4,000 bus. of grain were burned. The loss is covered by insurance.

## NEBRASKA

Lincoln, Neb.—The Foster Grain Co. is now out of business.

Hordville, Neb.—The plant of the Farmers Elvtr. Co. is being repaired.

Holdrege, Neb.—The Seldomridge Grain Co. is putting a steel roof on its elvtr.

Imperial, Neb.—The Imperial Co-op. Equity Exchange has been incorporated for \$40,000.

Colon, Neb.—J. R. Nation is now in charge of the elvtr. of the Farmers Union Co-op. Ass'n.

Geneva, Neb.—The elvtr. of the Central Granaries Co. has been repaired and improved.

Culbertson, Neb.—James Morrison of Holdrege has become mgr. of the Farmers Elvtr. Co.

Carlton, Neb.—The Shannon Elvtr. Co. is now under the management of J. M. Hart of Davenport.

Verdon, Neb.—The plant of the Farmers Union Co-op. Ass'n was burned July 21 from a fire starting in the engine room. The loss is estimated at \$5,000, about \$2,000 of which is carried in insurance.



Neligh, Neb.—S. F. Gilman's mill and elvtr. was damaged by lightning July 27 to the extent of \$500.

Bloomfield, Neb.—Leslie Campbell of Omaha has bot the lumber yard of the Farmers Union Elvtr. Co.

Hardy, Neb.—G. S. Myers is now mgr. for the Farmers Union Elvtr. Ass'n, succeeding W. E. Gillilan.

Wakefield, Neb.—The plant of the Farmers Co-op. Elvtr. was slightly damaged by lightning on July 28.

Lincoln, Neb.—We have moved our uptown office down to the elvtr.—Lincoln Grain Co., T. M. Waxman.

Rockford, Neb.—Scoopors are operating here. The Farmers Union Co-op. Ass'n is the only regular dealer.

Lawrence, Neb.—The Farmers Union Elvtr. is contemplating selling more stock and increasing its capital.

Humphrey, Neb.—Chas. Dragon of Winner, S. D., is now in charge of the plant of the Farmers Elvtr. Co.

Hebron, Neb.—The Shannon Grain Co. has purchased the property and business of the Koehler Grain Co.

Lincoln, Neb.—The M. T. Cummings Grain Co., for which a receiver was appointed last year, is now reorganizing.

Palisade, Neb.—A Pettey's Self Operating Motor Truck Dump has been installed in the plant of the Equity Union Elvtr.

Kimball, Neb.—The plant of the Farmers Union Co-op. Ass'n is being equipped with a Hall Signaling Distributor.

Winnebago, Neb.—High speed cups and a Birchard Distributor have been installed in the plant of the Wilsey Grain Co.

Gering, Neb.—Joe Scott will erect a 20,000-bu. elvtr. here next year. He has already purchased a site on which to build.

Arnold, Neb.—George Manin fell and broke one of his ankles while doing some work on the elvtr. of the Farmers Elvtr. Co.

Sidney, Neb.—John McIntosh was elected mgr. of the plant of the Nebraska-Colorado Grain Co. at the recent annual election.

Farnam, Neb.—The Seldomridge Grain Co. has overhauled and painted its elvtr. and installed motors and a Kewanee Truck Lift.

Tamora, Neb.—The T. B. Hord Grain Co. has leased its elvtr. to the Nye, Schneider, Jenks Co. and Charles Gemblor will be in charge.

Overton, Neb.—George Sinclair reopened the plant of the Trans-Mississippi Elvtr. Co. July 31. The elvtr. had been closed for a short time.

Palmer, Neb.—The Farmers Union Co-op. Ass'n has been incorporated for \$25,000 by H. W. Weems, Edward Francel and D. O. Forbes.

Hastings, Neb.—H. E. Baumann, in charge of the branch office of the Terminal Elvtrs., is located at this place and not Lincoln, as recently reported.

Osceola, Neb.—We have installed a 10-ton truck scale in our plant. The Birchard Construction Co. did the installing.—S. P. Johnson Grain Co.

Pierce, Neb.—Fire, starting in the plant of the Farmers Grain & Coal Co., damaged a half block and caused a loss of \$100,000, partly covered by insurance.

Atlanta, Neb.—Harley Brocket, assistant mgr. of the Farmers Equity Elvtr. Co. was seriously injured a short time ago when he was caught in the elvtr. machinery.

Chappell, Neb.—I am located at Crook, Colo., at present with the Lexington Mill & Elvtr. Co., but am going to transfer to this place with the same company.—F. E. Wirick.

Milligan, Neb.—It has been reported that the Milligan Grain Co., of which E. J. Kotas is mgr., is insolvent as a result of the failure of the Nebraska State Bank of Milligan.

Lincoln, Neb.—The Lincoln Grain Co. has purchased the Updike 150,000-bu. elvtr. here and G. A. Johnson, formerly superintendent of the Merriam Millard Elvtr. "C" at Council Bluffs, Ia., will be superintendent of the newly acquired plant.

Benedict, Neb.—The Benedict Grain & Supply Co. has discontinued business and the elvtr. has been leased to John Higginbottom, who will continue the business under his name.

De Witt, Neb.—Black Bros. of Beatrice have leased Henry Pohlman's elvtr. here, formerly owned by the Farmers Elvtr. Co. and recently sold at auction. Black Bros. have put Ed. Stomer in charge and will overhaul and repair the plant.

Berea, Neb.—Barker Bros. of Alliance have completed a 10,000-bu. cribbed, iron clad elvtr. here. Equipment includes one leg, Richardson Automatic Scale, a 10-ton truck scale, Kewanee Truck Lift and an F-M Engine. The Birchard Construction Co. had the contract.

Winnebago, Neb.—The Farmers Elvtr. and Co-op. Ass'n is remodeling its elvtr. The plant was raised and a new foundation built. A new leg, manlift, Hall Distributor, spouting, a 10-ton Fairbanks Truck Scale and a dump were installed. W. C. Bailey & Son have the contract.

Pawnee City, Neb.—A petition asking judgment to the amount of \$1,252.80 has been filed by the Brown Grain Co. against the State Bank of Liberty. The grain company claims this as damage resulting from the inability to collect from parties which the bank had recommended as good security.

Humboldt, Neb.—O. A. Cooper's plant, which is being rebuilt after the recent fire, will have a capacity of 20,000 bus. and will be cribbed and iron clad. A power house will also be erected. Equipment will include two legs, manlift, Eureka Cleaners and a Kewanee Truck Lift. The Birchard Construction Co. has the contract.

Eustis, Neb.—The 15,000-bu. plant recently completed for C. B. Seldomridge is cribbed and iron clad and equipped with one leg, manlift, Fairbanks Hopper Scale, 10-ton truck scale, Kewanee Truck Lift, Hall Distributor and a Barnard & Leas Separator. The elvtr. will be motor driven. The Birchard Construction Co. had the contract.

Hildreth, Neb.—The Farmers Grain & Supply Co. dissolved and the Farmers Co-op. Grain & Live Stock Ass'n was organized, with a capital of \$25,000, taking over the elvtr. and coal sheds of the grain and supply company.—Rhue Cole, mgr. Farmers Co-op. Grain & Live Stock Co.—It was reported a short time ago that the latter company was filing certificate of dissolution.

#### OMAHA LETTER.

The Welsh Grain Co. recently discontinued business.

The Updike Mills have been purchased by the Consolidated Mills Co. of Grand Island.

An office of the McCaul-Dinsmore Co. has been reopened here under the management of L. P. Roberts, formerly of the Standard Grain Co.

W. H. Edwards, who was formerly associated with the J. Rosenbaum Grain Co., is now traveling in Nebraska, Colorado and Wyoming for the E. Stockham Grain Co.

J. P. Zimmerman has entered the grain brokerage and commission business here under the name of the Zimmerman Grain Co. Mr. Zimmerman has been in the grain trade since 1904.

F. J. McDermott is now superintendent of the Independent Elvtr. which is owned by the Chicago Great Western Railroad Co. and is operated by ourselves.—Updike Grain Corporation.—It has been reported that this company was recently incorporated for \$1,500,000 by N. B. Updike, Gordon Roth and Joy M. Hackler.

This firm was incorporated July 1, with general offices here. We will do a wholesale grain business and operate the terminal elvtr. at Missouri Valley, Ia., having purchased same from the Updike Grain Co. Officers are N. R. Reasoner, pres., H. U. Reasoner, vice-pres., N. L. Refregier, sec'y-treas., and I. R. Littler, superintendent of the elvtr. at Missouri Valley.—Missouri Valley Elvtr. Co., N. R. Reasoner.

#### NEW ENGLAND

Portsmouth, N. H.—The plant of the Rockingham Grain & Flour Co. was damaged by fire recently to the extent of \$1,000.

Portland, Me.—We are building a state pier in this harbor which will be 1,000 feet long and when completed 360 feet wide with 25 feet of water alongside the pier. When completed, we

shall be able to furnish the maximum of service at a minimum of cost. Our pier will be connected by a series of grain galleries with the Grand Trunk Railway elvtrs. having a capacity of 2,500,000 bus.—Directors of the Port of Portland, Henry F. Merrill, pres.

#### NEW MEXICO

Clayton, N. M.—The Four States Seed & Grain Co. which is erecting a 10,000-bu. elvtr. at this place, has been reorganized.

Portales, N. M.—The Cramer Mill & Elvtr. Co. of Clovis, which recently purchased the plant of the Portales Mill & Elvtr. Co. at this place, will operate it as Elvtr. "G," and will be managed by C. D. Morrows.

Raton, N. M.—The mill and elvtr. being erected by the Raton Mill & Elvtr. Co. of which Theodore Stoller is pres. and mgr. has been completed. The mill has a capacity of 100 bbls. and the elvtr. 20,000 bus.

#### NEW YORK

Walton, N. Y.—We have made repairs.—Crawford Bros.

New York, N. Y.—W. C. Schilthuis has severed his connection with the Schilthuis American Trading Co.

Buffalo, N. Y.—Louis Stover, a grain broker here for years, died recently at the age of 78 years. He retired 30 years ago.

New York, N. Y.—J. J. Edgerton is now with the American Elvtr. and Warehouse Co., Inc., having discontinued his connection with the American Malt & Grain Co.

Buffalo, N. Y.—Plans for the erection of a 4-story concrete warehouse to cost \$200,000, are being made by the Washburn-Crosby Co., to be used for the storage of feed.

Buffalo, N. Y.—The Anchor Grain Co. is now doing business. Geo. A. Sutherland has been elected pres. and treas.; Fred E. Wolff, sec'y. We are operating Erie Transfer Elvtrs. "B" and "C" and make a specialty of corn and oats, straight, split and mixed cars.—Anchor Grain Co., Inc.—The company was recently incorporated for \$50,000.

#### NORTH DAKOTA

Garrison, N. D.—A 20,000-bu. elvtr. is being erected here for Otto Schneider.

Aneta, N. D.—T. E. Murphy of Wabek has become mgr. of the Farmers Elvtr. Co.

Enderlin, N. D.—The elvtr. of the Osborne McMillan Elvtr. Co. has been reopened.

La Moure, N. D.—J. A. Frank, a grain buyer of this place, has purchased the Downing grain elvtr.

Dawson, N. D.—The Southside Farmers Union, Inc., has increased its capital stock \$10,000.

Page, N. D.—The plant of the Page Farmers Co-op. Elvtr. Co. is being overhauled by the T. E. Ibberson Co.

Goodrich, N. D.—The elvtr. of the G. Doering Grain Co. was struck by lightning on July 25 and badly damaged.

Rock Lake, N. D.—We have no mgr. at present; however, we will reopen this month.—Armourdale Equity Elvtr. Co.

Parshall, N. D.—Roy Fraught of Mapleton, Minn., has become mgr. of the elvtr. of the Parshall Farmers Co-op. Elvtr. Co.

Walden (Pillsburg p. o.), N. D.—The Walden Elvtr. Co. is having its elvtr. overhauled. Work is being done by the T. E. Ibberson Co.

Berwick, N. D.—The Berwick Farmers Grain Co. has been incorporated for \$15,000 by Ole Bryn, Otto Arbol, M. and H. A. Foss.

New England, N. D.—H. W. Gentz, of Stanton, is the new mgr. of the New England Equity Exchange, succeeding Percy Dunn.

Juanita, N. D.—Paul Christian has resigned his position as mgr. of the Farmers Elvtr. Co. and is now in the hardware business at this place.

Page, N. D.—R. L. Kempf is the new mgr. of the Page Farmers Co-op. Elvtr. Co. He was formerly located at Dwight with the Farmers Elvtr. Co.



Wabek, N. D.—T. E. Murphy, former mgr. of the Farmers Co-op. Elvtr. Co. at this place, has been succeeded by J. E. Hannon. Mr. Murphy is now located at Aneta.

Bismarck, N. D.—We have acquired three more elvtrs., located at Halliday, Elgin and Golden Valley. All are 30,000-bu. houses.—I. L. Berge Elvtr. Co., I. L. Berge, pres.

Aneta, N. D.—A Kewanee Truck Lift is being installed in the plant of the Aneta Grain Co. in addition to other improvements. The work is being done by the T. E. Ibberson Co.

Wishek, N. D.—I am not operating an elvtr. here but am selling "The Wonder Grain Cleaner."—Fred Prezzler.—The Wonder Grain Cleaner is manufactured by the Weller Mfg. Co.

Hamburg, N. D.—F. H. Dunham has been succeeded as mgr. of the Farmers Elvtr. Co. by W. M. Thompson who has disposed of his interest in the Carrington Elvtr. at Carrington.

Carrington, N. D.—The Hammer Harris Grain Co. has been incorporated with a capital of \$25,000. Incorporators are H. P. Hammer, Cooperston, G. H. Condy, Minneapolis, and Elv M. Harris of Cando.

Makoti, N. D.—The King Grain Co. has been incorporated with a capital stock of \$10,000. The incorporators are H. H. Westlie, Minot; A. Johnson, Parshall; W. B. King, Sanish, and A. A. Peterson and C. A. Peterson of Blooming Prairie, Minn.

Zeeland, N. D.—Please change my address from Elrosa, Minn., to this place as I have resigned my position there with the Belgrade Flour Mill Co. and accepted a position with the People's Elvtr. Co. of Ashley, N. D., as buyer at this place.—Henry Sieben.

Fargo, N. D.—At the next general election in November a vote will be taken on a new state grading act, if initiative petitions now being circulated have 10,000 signers before that time. The new act will replace the one of 1919 which was declared unconstitutional at that time.

## OHIO

Grover Hill, O.—It has been reported that the Grover Hill Grain Co. is out of business.

Scotts Crossing, O.—Marcus B. Lindemen's plant was badly damaged by fire on July 25.

Mt. Cory, O.—The cleaner room of the Farmers Elvtr. and Exchange Co. is being painted.

Castalia, O.—The Castalia Elvtr. & Supply Co. recently increased its capital stock from \$15,000 to \$25,000.

North Fairfield, O.—A petition for the appointment of a receiver for the North Fairfield Elvtr. Co. has been filed.

Rosewood, O.—John E. Hoffman, formerly assistant mgr. of the Farmers Elvtr. Co., has succeeded O. W. Baker as mgr.

Grove City, O.—R. C. Younce has succeeded Kirby Threlkeld as mgr. of the elvtr. of the Grove City Farmers Exchange Co.

Toledo, O.—The business of W. H. Morehouse & Co. will be discontinued. This action is taken as a result of the death of Frank W. Annin last year.

West Jefferson, O.—A 15-ton Fairbanks scale is being installed in the plant of Swisher, Weber & Co. The company is also erecting a new office building.

West Park, O.—The Teagle Grain & Supply Co. has been incorporated for \$15,000 by A. J. Teagle, Henry L. Jollay, H. L. Parmenter, I. M. Grolle and D. K. Henderson.

Toledo, O.—The National Mlg. Co. has moved its offices from the Second National Bank Bldg. to a new office building at its plant. A desk on the exchange floor is being retained.

Marion, O.—John Clemmens is the new assistant mgr. of the Farmers Co-op. Elvtr. Co., succeeding John Ward in this capacity who has become connected with the McKenzie Lumber Co.

Lexington, O.—The Dunn Wheat Co. has been incorporated for \$100,000. Incorporators: J. T. and J. H. Dunn, W. B. Maynard, Dr. F. J. Juett and J. T. Carles, all of Lexington; John R. Laine, Dayton, O., and John Phillips, Fresno, Cal.

London, O.—Regarding the recent report that mail sent to the London Farmers Exchange Co. was returned "unclaimed," J. Wood & Son write: "The London Farmers Exchange Co. is still in business here."

Toledo, O.—Charles Kruse who has been representing J. S. Bache & Co. on the exchange floor, has resigned, his resignation to become effective Aug. 15. Lemuel Ulrich, formerly connected with Lamson Bros. & Co. will be his successor.

Roachton (Bowling Green p. o.), O.—The G. K. Mercer Grain Co. of Bowling Green began business on July 10, taking over the small country elvtr. at this place, formerly owned by the Royce & Coon Grain Co.—G. K. Mercer, mgr. G. K. Mercer Grain Co.

South Charleston, O.—Operation of the Titus elvtrs. here and at South Solon will be continued by the L. C. Titus Co. Plans were under way to have the Springfield Bond & Mortgage Co. take over the plants, but the negotiations were never completed, so the company has again taken charge.

## OKLAHOMA

Lawton, Okla.—J. W. Russell is the new mgr. of the Western Grain Co.

Blackwell, Okla.—The Blackwell Co-op. Elvtr. Ass'n has completed its new elvtr.

Vinita, Okla.—We are now buying here.—Olson Brokerage Co., Oklahoma City.

Erick, Okla.—The Erick Wheat Growers Ass'n is the new name of the firm formerly known as the Farmers Co-op. Co.

Eldorado, Okla.—The Farmers Co-op. Ass'n has decreased its capital stock from \$100,000 to \$50,000.

Lockridge, Okla.—We have closed our elvtr. here.—K. E. Humphrey, sec'y-treas. El Reno Mill & Elvtr. Co., El Reno.

Afton, Okla.—Bracken Bros., grain dealers of this place, recently leased a flour mill here which they have overhauled and put in operation.

McAlester, Okla.—Edward Morris, father of J. S. Morris, grain dealer of this place, was killed a short time ago in a wreck on the M. K. & T. Railroad.

Cleora, Okla.—Pitts & Wells of Broken Arrow have purchased the elvtr. here formerly owned by Worl & Dow. R. A. Armstrong is mgr.—Lindsey Elvtr. Co., Bernice.

Pawnee, Okla.—I have bot the Badger estate of the Badger Hudson Grain Co. and it will now be operated as the Hudson Grain Co. I am building a large flour and feed warehouse on the Santa Fe, close to the elvtr.—James O. Hudson, owner and mgr.

Oklahoma City, Okla.—Pres. T. C. Thatcher of the Oklahoma Millers Ass'n presided at a special meeting and dinner of the ass'n held on July 20 at the Huckens hotel at which Frank Foltz of Omaha, newly elected sec'y, was welcomed and plans for the betterment of the ass'n work of the sec'y and matters concerning the industry were discussed. Mr. Foltz was sec'y of the ass'n some time ago and returns after an absence of four years. He plans to open an office in the Grain Exchange Bldg. and will conduct a grain business in addition to his secretarial work. About thirty-two members of the ass'n were present to greet him.

## PENNSYLVANIA

Jermyn, Pa.—A feed mill to cost about \$40,000 will be erected for the Jermyn Mill & Grain Co.

Philadelphia, Pa.—C. C. Snyder & Son have applied for membership in the Commercial Exchange.

Harrisburg, Pa.—The warehouse of Mock & Hartman, dealers in hay, grain and coal, burned July 27. Loss, \$4,000, covered by insurance.

Philadelphia, Pa.—The old established firm of E. L. Rogers & Co. have discontinued business operations. Colonel Rogers, who established the firm, was well known to members of the Grain Dealers National Ass'n and the National Hay Ass'n.

Philadelphia, Pa.—The Irving B. Hudson Sales Co. of Shelbyville, S. D., dealers in grain, flour and feed, have applied for membership in the Commercial Exchange.

Scottdale, Pa.—Mr. Pritts' building and contents were destroyed by fire a short time ago.—J. B. King.—It was reported recently that F. V. Perry's plant at this place was burned.

## SOUTH DAKOTA

Oacoma, S. D.—The elvtr. of the McVan Grain Co. is being repaired.

Renner, S. D.—E. B. Eggers is the new mgr. of the plant of the Farmers Elvtr. Co.

Brandt, S. D.—The plant of the Brandt Farmers Elvtr. Co. was burned on July 30.

Rosholt, S. D.—J. H. Jenny recently purchased the elvtr. of John Hokanson & Son.

Scotland, S. D.—E. B. Kast, mgr. of the Farmers Grain & Stock Co., resigned his position Aug. 1.

Clark, S. D.—The Anderson elvtr., more recently operated by W. J. Hubbard, has been bot by J. A. Frederickson.

Yale, S. D.—The Shanard Elvtr. Co. has painted its plant at this place.—Yale Grain Co., D. S. Glanzer, sec'y-treas.

Baltic, S. D.—E. J. Oyan has succeeded Mgr. Solem as mgr. of the Farmers Elvtr. Co. Mr. Solem has located at Junius.

Gettysburg, S. D.—Three scales are being installed in the elvtr. of the Eagle Roller Mills here by the T. E. Ibberson Co.

Junius, S. D.—The Midway Farmers Elvtr. Co. is now under the management of Mgr. Solem of Baltic who succeeds Frank Stone.

Dell Rapids, S. D.—The elvtr. here of the William Slaughter Grain Co. has been sold to E. W. Closson of Sioux City, who will take possession.

Ravinia, S. D.—C. E. Bordner who was formerly agent for A. A. Truax at Delmont is now mgr. of the Farmers Elvtr. Co. succeeding Mr. Vesley.

Brookings, S. D.—Theodore Andrews, formerly mgr. of the Farmers Elvtr. Co. of White, has succeeded J. D. Wilson as mgr. of the Farmers Elvtr. Co. at this place.

Rutland, S. D.—The plant of the Farmers Elvtr. Co. of which H. A. Stagland is mgr. has been equipped with a new cup belt, new "V" buckets, and is also being repaired.

Castlewood, S. D.—The Eagle Roller Mills are equipping their elvtr. here with a new silent chain drive and motor. Contract for the work was awarded to the T. E. Ibberson Co.

Groton, S. D.—The elvtr. of the Eagle Roller Mills at this place is being improved and equipped with a motor and silent chain drive. Work is being done by the T. E. Ibberson Co.

Dodge, S. D.—J. H. Jenny has been succeeded as mgr. of the Farmers Co-op. Elvtr. Co. by O. J. Hultin, formerly with the Star Elvtr. Co. of this place. Mr. Jenny has located at Rosholt.

Colton, S. D.—T. B. Martin, who recently resigned his position as mgr. of the Farmers Elvtr. Co., has taken over the Merchants Elvtr. at this place and will enter the grain business in his own name.

Yale, S. D.—W. A. Kuehl, formerly sec'y-treas. of the Farmers Elvtr. Co., has been elected mgr.—Yale Grain Co., D. S. Glanzer, sec'y-treas. Mr. Glanzer formerly held the position of mgr. with the Farmers Co.

Chester, S. D.—I am now located at this place where I will be engaged in grain and live stock. I was formerly at Sioux Falls.—W. J. Morrison.—Mr. Morrison, before removing to Sioux Falls, was located at Hudson with the Farmers Co-op. Elvtr. Co.

Yale, S. D.—D. S. Glanzer, former mgr. of the Farmers Elvtr. Co. here, has severed that connection and bot an interest in the Chas. Zehnfpennig Elvtr. C. W. Lemke, agent buyer for Zehnfpennig, also purchased an interest in the business. The new firm has formed a corporation with Charles Zehnfpennig, pres.; C. W. Lemke, vice-pres., and D. S. Glanzer, sec'y-treas. The new firm will be known as the Yale Grain Co.—Yale Grain Co.



**SOUTHEAST**

Norfolk, Va.—J. H. Cofer of J. H. Cofer & Co., hay, grain and feed dealers, are planning to use a large building here as a city market.

Atlanta, Ga.—The bankrupt stock of the East Atlanta Grain Co. was recently sold here by auction to satisfy the claims of creditors.—P.

Charleston, S. C.—Mayor Grace has purchased the Charleston water front which he says will be improved to include a grain elevator and piers to be owned and operated by the city.

Charleston, W. Va.—I have been connected with the sale of grain on a brokerage basis here for the past 18 years, but have established under my own name only since Feb. 1.—W. A. Williams.

Savannah, Ga.—Plans are being made for the erection of a state owned terminal to include a grain elevator, cotton warehouse, coaling station, docks, cargo sheds and a municipal railroad, presumably to be erected at this place.

Norfolk, Va.—Work on the erection of the municipal grain elevator was halted the early part of the month when a 140-foot tower was blown down. Fortunately, none of the structure was damaged and work will be continued. The plant will be completed by October.

Richmond, Va.—The annual election of officers of the Richmond Grain Exchange held on July 25 resulted as follows: A. R. Venable, pres., W. D. Saunders, vice-pres., W. F. Greene, sec'y-treas., and inspector of hay and grain. The grain committee is composed of the following: S. T. Beveridge, Aubrey Hawkins, J. M. Roane, W. P. Wood and Thomas Moore; Quotations: S. T. Beveridge, Nat Fraser, W. C. Todd, F. H. Boehling, W. D. Saunders; Hay: H. E. Kasten, W. C. Todd, I. L. Sutherland, Jr., C. F. Morris and A. L. Franklin.

**TENNESSEE**

Knoxville, Tenn.—Ours was a very small fire. Damage about \$300.—J. Allen Smith Co.

Murfreesboro, Tenn.—W. A. Ransom, head of Ransom, Bush & Co., grain dealers here, died July 18 from heart trouble.

**TEXAS**

Tyler, Tex.—We are organizing a grain and cotton exchange here.—Smith Bros. Brokerage Co.

Ft. Worth, Tex.—A social club to be known as the Ft. Worth Grain Club is being organized here.

Adrian, Tex.—Our office here has been closed for the past few months.—Lester Stone, Amarillo.

Canadian, Tex.—The elevator of the Liske Grain Co. has been equipped with a Hall Special Non-chokable Leg.

Perryton, Tex.—The Moore Grain Co. of Caldwell, Kan., has bot the elevator of the John Probst Grain Co.

Seymour, Tex.—The rebuilding of the mill of the Seymour Mill & Elevator Co., which was burned recently, is being contemplated.

Slaton, Tex.—The Slaton Grain & Coal Co. has incorporated for \$20,000. Incorporators: R. H. and Lee Tudor and J. M. Simmons.

Perryton, Tex.—I have sold elevators here and at Spearman to Scott Bros. of Stanford, who are in charge of them now.—G. T. Horne, Horne Grain Co.

Waxahachie, Tex.—The Carroll Grain Co. has leased a large building at this place in which a wholesale flour, meal grain and produce business will be conducted.

Amarillo, Tex.—An elevator here owned by the Panhandle Grain & Elevator Co. containing several carloads of last year's wheat was burned a short time ago. Loss about \$35,000.

Fort Worth, Tex.—The Transit Grain & Commission Co. entertained a large number of grain dealers at the Camp House on the shores of Lake Worth, July 29. An interesting program was carried out, chicken dinner being served, followed by a boat ride over the lake while many were swimming.

Fort Worth, Tex.—The Scott Bros. Grain & Fuel Co. has taken over the mill here of the Universal Mills of Dallas, formerly known as the Universal Feed Mills, and is enlarging the plant.

The following have recently been elected to membership in the Texas Grain Dealers Ass'n: Conyers Live Stock & Feed Corp., Marlin; Dycus Commission Co., Farwell; Kreuz Mfg. & Grain Co., San Marcos; Douglas W. King, San Antonio; H. T. Kimbro Grain Co., Lubbock; Stroud-Leach Grain Co., Lufkin; Stevenson Grain & Elevator Co., Wellington; Smith Mfg. Co., Houston; Universal Feed Mills, Ft. Worth, and the C. H. Kendrick Seed & Grain Co., Waco.

**UTAH**

Salt Lake City, Utah.—A. E. Cutting and H. G. Smurthwaite, partners in the firm of Sugar Grain & Seed Co. have dissolved their partnership and in the future Mr. Smurthwaite will carry on the business in his own name, assuming all debts.

**WASHINGTON**

Davenport, Wash.—Elian Smigh is mgr. of the warehouse here of the Farmers Union Warehouse Co.

Uniontown, Wash.—A new drive scale is being installed in the warehouse of the Seattle Grain Co.

Puyallup, Wash.—Mr. Fordyce is the new mgr. of the Grange Warehouse Co.—W. H. Reynolds & Co., Inc.

Mondovi, Wash.—Ralph Logsdon is mgr. of the warehouse here of the Farmers Union Warehouse Co.

Wenatchee, Wash.—The warehouse of the Portland Flouring Mills was slightly damaged by fire a short time ago.

Wilbur, Wash.—J. M. Moulton has resigned as mgr. of the Grain Growers Warehouse Co. and J. H. Llewellyn succeeded him Aug. 1.

Seattle, Wash.—The Northern Grain & Warehouse Co. has started to ship bulk wheat from Seattle, a large terminal elevator having been leased by the company at West Seattle for the purpose.

Seattle, Wash.—The Ryer Grain Co. which has offices here, Spokane, and at Portland has sold an interest to P. S. Brown, formerly mgr. of Albers Bros. Mfg. Co., and elected him treas. His headquarters will be at Seattle.

Puyallup, Wash.—Election of officers for our company held July 11, resulted as follows: W. H. Reynolds, pres. and mgr., Edward Wieland, vice-pres., and Lillian E. Wieland, sec'y and treas.—W. H. Reynolds & Co., Inc.

Prescott, Wash.—The Prescott Mill of the Portland Milling Co. burned July 22 with a loss of \$100,000 to \$150,000. The 600 bbl. mill, 650,000-bus. capacity elevator and manager's residence, together with 50,000 bus. of grain in the elevator were totally destroyed.

Dayton, Wash.—It has been reported that the Portland Flouring Mills Co. is owned by the Pacific Grain Co. and that the Portland Flouring Mills Co. has been declared insolvent, that operations have ceased at Dayton, Wash., the inference to be drawn being that the operations have ceased because of the insolvency of this company. We do not know from what source these malicious statements emanated although we believe that they are perhaps reprints as we have had occasion to run down very similar newspaper comments at one point, the obvious intent of which was to injure our business standing. The Portland Flouring Mills Co. is not owned by the Pacific Grain Co., the latter being a grain buying organization whose operations are now carried on by the Pacific Coast Elevator Co., a subsidiary of the Portland Flouring Mills Co. The Portland Co. is not insolvent and its operations are being carried on as in the past. It was considered advisable to close down the Dayton, Wash., mill for a period, owing to the temporary slackened demand, we having ample capacity at the time to take care of our requirements from our other mills. Owing to changed conditions, however, arrangements have been made to resume operations at the Dayton mill.—Portland Flouring Mills Co., Portland, Ore.

Seattle, Wash.—Before undertaking to install additional scales at the Hanford Street elevator, the commission of the Port of Seattle wants assurance that increased grain for storage and handling will be forthcoming. A conference will be held soon which may result in the installations.

Olympia, Wash.—The state has no authority to compel the owners of weevil infected grain, stored in bins, to remove it to disinfect the warehouse, O. R. Schuman, ass't attorney-general held. The warehouse company can, upon refusal of the owner to remove grain, terminate the storage contract and cause the grain to be moved. This is the outcome of an inquiry on behalf of the Pacific Coast Elevator Co. which had grain stored in its elevator for two years. The grain became infested and the attorney-general held that the warehouse can not be held for shortage of weight after a period of long storage.

**WISCONSIN**

Platteville, Wis.—A two-story brick building will be erected here by George Shepherd & Co. which will be used for a feed and grain business.

Lake Geneva, Wis.—The Taggart Lumber Co. has been incorporated for \$65,000 to deal in grain, feed and lumber. Incorporators: Louis Taggart, Ralph B. Bucknall and Levi Nichols.

Rhineland, Wis.—Two boys while prying about the warehouse of the Oneida Grain Co. discovered a large quantity of dynamite, together with caps and fuses, under the building. Whether or not the plans of someone to destroy the building were frustrated by the find, the police are trying to find out.

**MILWAUKEE LETTER.**

Lamson Bros. & Co. have discontinued their Milwaukee wire.

The rate of interest for August has been determined by the Finance Committee of the Chamber of Commerce to be 6½ per cent.

The business of the Blanchard Grain Co. has been discontinued and Guy Blanchard, pres., has become connected with the Froedtert Grain & Malting Co. He will buy cash grain, covering his former territory.

**WYOMING**

Veteran, Wyo.—We are building a 12x72 foot warehouse here and installing a 10-ton scale.—Yoder Grain & Coal Co., Yoder, Wyo.

Cottier, Wyo.—We are building a 12x60 foot warehouse here and installing a 10-ton scale.—Yoder Grain & Coal Co., Yoder, Wyo.

A HEARING as a result of charges made to the Federal Trade Commission, against the Minneapolis Chamber of Commerce by the Equity Co-op. Exchange, will be held before the Commission in Minneapolis on Sept. 5. The charges were entered in 1917.

**New York-Penna. Feed Men Meet.**

[Continued from page 204.]

professors endorsing formulas which they attacked only a short time ago. The college professor is the most gullible man I know of. They say this or that feed has an open formula but these may be useless. Feed is not sold on name or formula but on what it will do. The college professors have gone to extremes on this—they think all that is needed on a bag is a lot of marks and names. There is a lot of hypocrisy in this."

Chas. Quinn, sec'y Grain Dealers National Ass'n., spoke on "Co-operation, What Does It Mean?"

Following this L. G. Kirkland, Randolph, N. Y., gave an address on "Credit," speaking on the steps to be taken by dealers in handling this phase of their business.

New officers were elected for the coming year as follows: Roy B. Mulkie, Union City, Pa., pres.; John M. Thiel, North Collins, N. Y., vice-pres.; and D. A. Brown, Randolph, N. Y., sec'y-treas. Those on the executive committee are W. E. Briggs, Waterford, Pa.; Fred P. Lewis, Falconer, N. Y.; L. L. Warner, Niobe, N. Y., and M. L. Waldorf, Olean, N. Y.



## Insuring Grain Shipments

Altho the probability of a given carload of grain in transit being damaged during riot and strike is slight compared with the vast number of cars of grain moving at all times the possibility is unquestionably there during these troubled times.

The temper of the radicals is too well manifested by the Herrin murders, and the Joliet riots which have tied up the movement of grain over the most important belt line of the world's most important grain market. With foresight the grain receivers of St. Louis and Kansas City have sought insurance for the benefit of their shippers in an organized way and the grain merchants of Chicago for some time have been heavy purchasers of insurance for the interest of all concerned. Chicago buyers of grain to arrive feel that they have an insurable interest just as soon as they have paid the shipper's draft.

There has long been available a regular form of policy covering riot and civil commotion, for which the charge has been about 7½ cents per hundred dollars; but after a conference with the leading grain firms of Chicago a method of insurance in line with grain trade practices was worked out by R. N. Crawford of R. N. Crawford & Co., that is expressed in the following:

**On grain, seeds, screenings, mill products and other merchandise including receptacles containing same, their own, or their interest in or legal liability for that on which they have made advances held by them in trust, on commission, on joint account with other, sold but not delivered for which they may be legally liable or in which the assured may have an insurable interest at the time of the loss, only while in cars in transit within the limits of the United States.**

**The liability of the Company as to all grain, screenings, seeds, mill products and other merchandise, including receptacles containing same,**

insured hereunder shall begin after completion of loading at point of origin and shall so continue until arrival and unloading of the same at destination unless the assured's interest shall cease prior to such arrival and unloading at destination, in which event the liability of this Company shall terminate whenever the interest of the assured shall cease.

**This Company shall be liable for loss or damage to grain, seed, screenings, mill products and other merchandise, including receptacles containing same, only while in cars, suffered by the assured, which is directly caused by Riot, Insurrection, Civil Commotion, Strike, Explosions, Tornado, Cyclone, and Windstorm. It is agreed and distinctly understood, however, that this policy covers only the direct damage arising out of the perils insured against and does not in any way cover any consequential damage whatsoever, nor losses arising out of delays, nor from rains.**

**It is understood and agreed that the maximum liability in any car shall not exceed \$2,500.00 and in any one loss \$50,000.**

**It is understood and agreed that where the words, "Riot," "Strike," "Civil Commotion," "Explosion" are used in the printed conditions of this policy, that same shall be extended to include also Tornado, Cyclone, and Windstorm. Otherwise, the printed conditions of this policy remain in full force and effect.**

**Pillage and Looting Clause: It is a condition of this insurance that the exclusion of loss by "theft" in the printed conditions of this policy shall not be construed to exclude direct loss from pillage and/or looting when such pillage and/or looting occurs during the end at the immediate place of a riot or strike, subject in all respects to the conditions and limitations of this policy.**

**Payment of Premium: On or before the tenth day of each month the assured shall make a statement to the insurance company showing the number of cars handled during the preceding month, and a premium charge shall be made for same at the rate of twenty cents for each car.**

**It is understood and agreed that if the assured carries any other insurance covering the above mentioned property against any of the hazards insured by this policy, such other insurance shall be first exhausted and this in-**

surance covers only the excess thereof and that if in case of loss the assured shall acquire the right of action against any individual, firm, or corporation, for damage to the property above mentioned and described and the assured will assign and transfer such claims to these insurers upon receiving payment of loss from them and subrogate the insurers to all rights and demands of every kind respecting the cars and permit suit to be brought in the assured's name but at the expense and the risk of the insurers.

Under the foregoing arrangement and policy there is covered grain, seeds, screenings, mill products and other merchandise, including receptacles containing same while in cars in transit anywhere in the United States, as soon as the car is loaded and until it arrives at its destination, and is unloaded, no matter if it takes a car a month or a year to arrive at its destination, no matter if it is held on a side track for weeks or months.

The contract protects any grain or merchandise for which the assured is legally liable, their own or held by them in trust on commission or joint account with others, sold but not delivered or for that on which they have made advances.

To give an example, if a grain buyer has a car being shipped from the country to him and makes an advance on that car, his interest is protected on which he has made the advance, and also the shipper's interest, as they may be legally liable to the shipper for the arrival of the grain.

**The contract protects against any direct loss caused by riot, strike, civil commotion, insurrection, explosion and in addition, also covers tornado, cyclone and windstorm.**

**This grain is insured up to an amount not exceeding \$2,500 per car, and not exceeding \$50,000 in any one loss. The limit of \$2,500 per car protects the value of all grain, altho most car values of grain do not run this high. In some cases it might, and this gives the assured ample protection.**

**For this contract a flat rate of 20c per car**  
[Continued on page 217.]

# Protection Against Strikes

Insure your Grain, while in transit, against loss of any kind by **Fire, Theft, Pilferage, Explosion, Windstorm, Cyclone, etc.**, in a single Strike-Riot and Civil Commotion Floater Policy. This Policy is a Blanket Floater Contract necessitating the assured to report only once a month the number of cars covered under this policy.

***You are not required to give Car Number, Date of Shipment, Shipping Point or Destination.***

This is the Simplest and Broadest Form of Coverage for the assured at the lowest possible rate you can obtain anywhere. Phone or wire us for detailed information immediately before a loss actually occurs so as to be fully protected at the present low rate we are able to offer.

**Remember that the railroad companies are not liable for Loss of any kind resulting from the Strike. Don't delay.**

## R. N. Crawford & Co.

Insurance Exchange,  
175 W. Jackson Blvd.

Phone Wabash 2637-8-9

Chicago, Ill.



# Patents Granted

**1,422,002. Conveyor.** Arthur L. Shaw, Chicago, Ill., assignor to the Chicago Automatic Conveyor Co., Chicago, Ill. The conveyor has a traveling belt, supports for the belt and a flexible guide along edge of belt to prevent lateral movement of belt.

**1,422,297. Grain-feeding Spreader.** Richard L. Owens, Minneapolis, Minn. The spreader and feeder comprise in combination, a plate having a front feeding edge, a diagonally arranged rear wall and means for supporting the plate, permitting adjustment both longitudinally and laterally.

**1,423,528. Self-Training Belt Conveyor.** Myron A. Kendall, Aurora, Ill., assignor to Stephens-Adamson Mfg. Co., Aurora, Ill. The belt conveyor has a combination of traveling load carrying belt, transverse carrier for the belt and a spring yielding downwardly and forwardly in the same direction as the belt supporting each end of the carrier.

**1,422,133. Grain Car.** William J. Robider, Westmount, Quebec, Canada. The grain car is built of metal sides, ends and has a removably mounted metal top. Four metal hoppers are situated at bottom of car, the floor and sides being inclined towards hoppers to facilitate gravity unloading. Means are provided for opening and closing hoppers.

**15,397. Grain Door Forcing Device.** William H. McGann, Minneapolis, Minn. The forcing device consists of a clamp having means to fasten to the side sill and floor of the grain car. The upper portion is exposed to the door and has a thrust plunger facing the door. A manually operated lever furnishes the power to force the plunger against the door.

**1,421,763. Grain Crib.** Warren A. Caldwell, Oskaloosa, Iowa. The grain crib comprises, in combination, crib sections spaced to provide an immediate doorway, each section comprising an arcuate wall portion formed of a plurality of stave units, an end wall closure adjacent to

driveway and means embracing the arcuate wall portion to maintain the unit staves in assembled relation.

**1,422,492. Conveyor.** Francis Lee Stuart, New York, N. Y. The conveyor consists of a pier shed having a roof, a supply conveyor mounted on roof, a transfer conveyor receiving material from the supply conveyor, a carriage movable along the roof on which transfer conveyor is supported, and means associated with transfer conveyor for delivering material to vessel adjacent shed.

**1,421,592. Grain Car Door.** Jurgen Siemsen Broken Bow, Neb., assignor to Berton C. Empfield, Broken Bow, Neb. The door has means for sliding into and out of position for closing. A shaft extending thru side of car has a handle, which when put into locking position and turned, moves the door either open or closed by means of cogs within the wall on which door moves.

**1,422,299. Grain Separator.** Richard L. Owens, Minneapolis, Minn. The grain cleaning machine consists of a hopper, primary and secondary gangs of sieves to which material is fed by the hopper, and a gate interposed between the gangs for selectively directing the falling material thru the sieves of the upper gang upon the upper sieves of the lower gang, or the lower sieves of the lower gang.

**1,421,926. Automatic Weighing Machine.** Earl B. Elder, New York, N. Y., assignor to E. D. Anderson, Inc., New York, N. Y. The weighing machine comprises a balancing mechanism, a supply receptacle for material to be weighed, a gate controlling flow of supply receptacle, means for controlling flow gate and means for releasing the material on weighing means before new charge is let out from supply receptacle.

**1,422,524. Bag Holder.** Ralph W. Beal and Warren W. Beal, Alliance, Neb. The bag holder comprises a pair of laterally spaced supporting bars having vertical apertures, springs seating in the apertures and anchored at their upper ends to the bars, cross bars positioned beneath the supporting bars, to which cross bars the springs are anchored at their lower ends, with bag supporting means on the cross bars.

**1,423,979. Seed and Ground Tester.** Joseph B. White, deceased, late of Clarion, Ia., by Ida E. White, administratrix, Clarion. The recording frame for use in testing seeds comprises

an elongated strip provided with a plurality of openings, a second strip mounted slidably on the first strip and also provided with a series of openings, the openings of both strips registering when the second strip is moved in one direction.

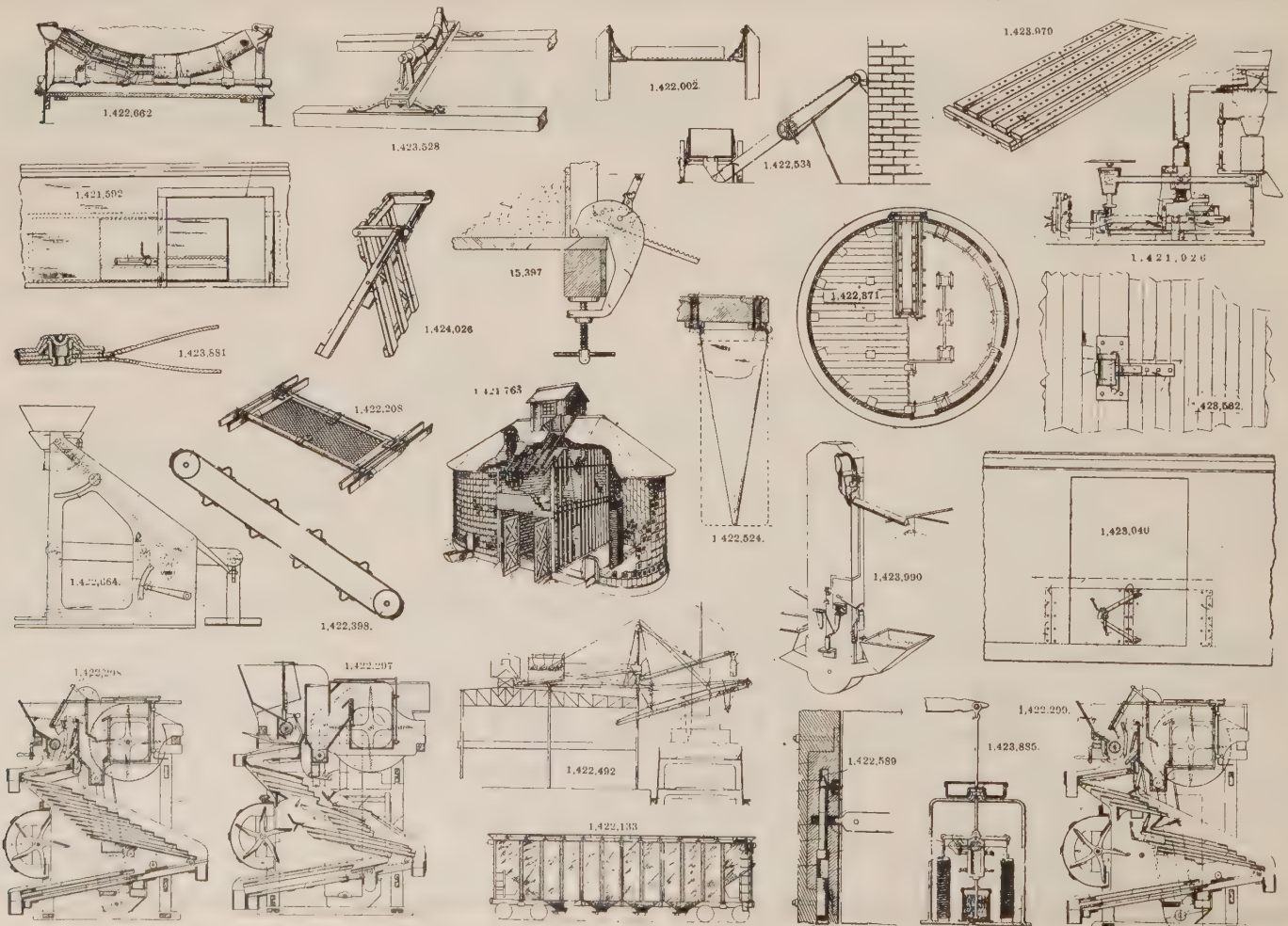
**1,423,990. Bin Filling Shutoff.** Martin L. Bremer and Alvin L. Bremer, mgr. Farmers Grain & Supply Co., Elberon, Ia. In combination with a bin filling mechanism is a switch closer actuated by the rise of grain, a gate to regulate the flow of material to the bin filler, means adapted to hold the gate in open position, a trip mechanism to release the gate-holder, a magnet-actuated latch therefor, a source of electrical energy and a magnet in circuit therewith and with the switch.

**1,422,398. Conveying Belt.** Jere L. Wentz, Passaic, N. J. The flexible conveyor belt consists of a single layer of flexible material, a plurality of independent flexible flights supported at intervals directly upon said belt, each flight comprising a section of integral material having its middle portion normally arched away from the belt and its opposite ends secured to said belt parallel to the latter, the flights elongating when belt passes over a pulley to lie substantially parallel to the belt.

**1,422,208. Conveyor Belt.** James Nixon Kenny, Ottawa, Ontario, Canada. The conveyor section comprises a tubular side member, end members connected to the side members, means for pivotally connecting adjacent sections, one of the side members having a longitudinal slot therein and a supporting member located in the center of the section extending into the slot in the side member, and a clip on the supporting member extending over the opposite side member to that having a slot therein.

**1,424,026. Bag Holder.** Benjamin F. Miller, Vienna, Va. The bag holder comprises an inclined back piece, a pair of legs secured to the back piece forming with lower edge of the back piece a base of support. Means are provided which extend above the plane of the back piece for holding the mouth of the bag in open position, the legs supporting the back piece at an angle to the vertical of sufficient acuteness that the center of mass of a bag held thereby will be without the base of support of the bag holder.

**1,422,589. Car Door Lock.** John D. McQuiston, Sioux City, Ia. The car door lock comprises





casing for permanent connection to the car body, a hasp for connection to the door, a temporary locking device in the casing for co-operation with the hasp, means for retaining device in inoperative position and a second and operated permanent locking device, also designed for co-operation with the hasp and a second device to automatically move the first device to inoperative position when second device is rendered operative.

**1,422,534. Grain Elevator.** Orlando Homer Brown, Victoria, B. C., Canada. The elevator for lifting grain from wagons has a casing and rotatably mounted shafts arranged in the casing, gears mounted on the shafts, a chain actuating the gears and means for guiding and supporting the upper flight of the chain. A plurality of bucket sections are pivoted to each other and secured to alternate links of said chains and operable therewith, with means for connecting elevator casing to the wagon and means for actuating the chain.

**1,423,040. Grain Door.** Roy E. Smith, Iuka, Miss. The grain door comprises two separate sections, each of which includes a vertical inner layer of boards and a separate outer layer, the outer layer ending short of the outer edges of the inner boards. A strip is secured to each extended end of the inner layer boards, and also on the ends of the outer layer, filling the space between ends of the inner and outer layer of boards. A V-shaped bar is fastened to the boards on one side, its two extremities extending to the other side, with means for fastening.

**1,422,662. Troughing Pulley for Belt Conveyor.** Frans Ivar L. Bylger, Jersey City, N. J. A supporting bracket for adjacent belt supporting pulleys has an inclined web extending between the pulleys and is shaped so as to deflect the dust passing from one pulley away from the adjacent pulley. The device consists of spaced bearings, a shaft mounted therein, a pulley having a tapering hub mounted on the shaft and extends between bearings, the diameter of the smaller end of the hub being less than the diameter of the bearing adjacent thereto.

**1,423,885. Weight Indicator for Scales.** Henry I. Schaper, St. Louis, Mo., assignor to the General Automatic Scale Co., St. Louis, Mo. The indicator consists, in connection with a scale, of a vertically movable weight indicia bearing member connected to a movable part of the scale, a horizontally disposed lever connected to the weight indicia member, means connected to the horizontal lever for resisting the movement of the indicia member in one direction, a screen and means for including a source of light and lenses for projecting the weight indicia onto the screen.

**1,423,562. Car Door Lock.** Nikalai Hill, Park Falls, Wis. The car door lock comprises a lock, fastened to door, a device carried by the door frame and comprising parallel side members each having a pair of openings. A cam lever is mounted between the side members, a pivot pin is disposed thru an opening of each side member and thru the cam lever, the cam lever being arranged to engage the hook between side members. The cam lever has a transverse opening arranged to align with the other openings of the side members to receive the seal ribbon therethru.

**1,423,881. Seal.** Harry R. Rogers, Chicago, Ill., assignor to the Chicago Car Seal Co., Chicago, Ill. The seal comprises a shackle-strip, locking stud on one end thereof, and a locking socket on the other end thereof. The metal of the shackle-strip is folded on itself so as to reverse the position of the socket and the double ply of metal thus formed is folded on the joining portion of the strip, the adjoining portion being provided with a perforation to admit the locking stud to the socket. The locking stud and locking socket are located on opposite sides of the shackle-strip.

**1,422,298. Grain Separator.** Richard L. Wens, Minneapolis, Minn. The separator consists of, in combination, a grain delivering upper, a plurality of sieves arranged in an inclined gang, means for delivering the grain in sheet upon upper sieve and passing thru and over sieves of the gang, an oppositely inclined screen arranged beneath the upper portion of the lower sieve of the gang, an inclined deck arranged beneath the lower portion of the lower sieve, a repeat elevator arranged to receive material from inclined deck and an adjustable repeat board arranged to selectively divide the material passing thru the lower portion of the lower sieve, between repeat spout and oppositely inclined screen.

**1,422,371. Ventilated Corncrib Floor Mold.** Edwin L. Page, Kingsley, Ia. The mold consists of a form for building a single unit concrete floor structure within the outline of a circular wall above the ground, the form comprising of a plurality of knock-down pier molds having one of their sides open and arranged with their open side against the circular wall, combined with brace and false floor supporting members arranged between and supported on said pier molds for retaining the pier molds in position relative to each other, a false floor structure supported by said combined brace and false floor supporting members, the false floor having openings therein arranged to register with the pier molds and permitting the pouring of concrete in a single unit as specified.

**1,422,664. Automatic Scale.** Hugh Cameron, Newark, N. J., assignor to Robert Kent, Passaic, N. J. The scale comprises a frame, a beam pivoted in the frame, a tray carried by the beam at one side of the pivot, a weight carried by the beam at the opposite side of the pivot, a chute for delivering material to be weighed to the tray, a pivoted valve co-operating with the chute, an arm adapted to pivot with the valve, a lever pivoted to the frame, this lever engaging beneath the beam at the weight side of the beam pivot when the beam is in the inert open position, a spring for withdrawing the lever from engagement with the arm to release the valve, means for adjusting the tension of the spring, means independent of the beam for closing the valve and a stop for limiting the movement of the valve.

## Supply Trade

Schuyler, Neb.—We have moved our offices from Omaha to this city.—Ryan Construction Co.

Chicago, Ill.—The Link-Belt Co. has just perfected a Power Hoe for the reclamation of bulk materials, which is described in Bulletin 444.

The foundation of advertising success is picking the right markets, and the right mediums. The RIGHT MEDIUM for reaching the largest number of prospective customers, at the lowest cost, is the one reaching the trade YOU wish to secure.—Frank H. Tanner.

Sioux City, Ia.—Prospects for future business in the elevator building line do not look quite as favorable as they did a short time ago, but we anticipate more work this fall.—J. L. Lyman, Younglove Const. Co.

"Trade Standards in the Pump Industry" is a 21-page booklet, endorsed by the Hydraulic Society, which contains many tables, rules and specifications about pumps and piping. Prepared by C. H. Rohrbach, sec'y, New York, N. Y.

Spring Valley, O.—G. H. Haines has designed and is building a self-contained cracked corn and meal machine for one, two or three reductions. The corn is cracked thru a plate grinder and the separations are made over vibrating wire sieves.

Chicago, Ill.—Catalog No. 40 just issued by the Seed Trade Reporting Bureau not only contains illustrated descriptions of the Bureau's extensive line of grain and seed testing devices, but valuable information on how to make moisture tests on whole grain, flour and ground grain and gives also the official standards for shelled corn and oats. Journal readers can obtain this catalog by writing the Bureau.

Minneapolis, Minn.—"Reducing the Cost of Grain Cleaning" is the title of an attractive booklet recently issued by the Carter-Mayhew Mfg. Co. This booklet shows how grain elevators are reducing grain cleaning costs, eliminating dockage and increasing profits with the Carter Disc Separator. This booklet will be sent to Journal readers who write requesting it.

Chicago, Ill.—Max Hurd, formerly connected with the Union Iron Works, Decatur, Ill., became president and principal owner of the Geo. W. Moore Co. when the will of Mr. Moore, who died recently, was probated the latter part of July. The will of Mr. Moore provided that his portion of the firm be purchased by Mr. Hurd. The firm was formerly known as Moore & Lorenz, until 1918, when Mr. Hurd took over the Lorenz interests.

Chicago, Ill.—The Citizens' Committee employment bureau continues to bring mechanics into Chicago at a rapid rate. The number of mechanics in the thirteen "open shop" trades which had registered at the bureau to July 14 was 15,792, of which 6,237 were carpenters, 2,414 laborers, 2,250 painters and 1,542 sheet metal workers. Of the remainder, 885 were Landis award plumbers. The Citizens' Committee classes in plumbing have been growing so rapidly that it was necessary to add another instructor to the "college" staff.

The deeper questions involved in the labor situation are: (a) Shall the government or the labor unions rule, and (b) shall independent labor not belonging to the unions be protected in the legitimate exercise and enjoyment of its constitutional right to work unmolested, and

(c) shall employers of labor be protected in the exercise of their right to conduct their own businesses and employ whomsoever they please without regard to the employee's affiliation or non-affiliation with any labor union or other organization of any character?—Associated Employers of Indianapolis, Inc.

Minneapolis, Minn.—The following Disc Separators have recently been installed: Ballard & Ballard Co., Louisville, Ky.; Postum Cereal Co., Battle Creek, Mich.; Farmers Union Co-op. Elev. & Sup. Co., Longmont, Colo.; Adkins Hay & Grain Co., Muskogee, Okla.; Meyer & Sons Mfg. Co., Springfield, Mo.; Mill & Elvtr. Ass'n of N. D., Drake, N. D.; Eagle Mfg. Co., Edmond, Okla.; Majestic Mfg. Co., Aurora, Mo.; Eisenmayer Mfg. Co., Springfield, Mo.; Morrow Mfg. Co., Carthage, Mo.; Mesa Mfg. Co., Mesa, Ariz.; Mo. Flour Mills Co., Republic, Mo.; Cowgill & Hill Mfg. Co., Carthage, Mo.; Billings Mfg. Co., Billings, Mo.; McKenzie Mfg. Co., Quincy, Mich.; Royal Gorge Mfg. Co., Canon City, Colo.—Carter Mayhew Mfg. Co.

Kewanee, Ill.—The following plants have recently installed the Kewanee All-Steel Truck Lift: Smith-Tyner Co., Scobey and Oswego, Mont.; McClean & Co., Ewing, Mo.; Scobey Grain Co., Scobey, Mont.; Northern Grain Co., Scobey, Mont.; Crowther Bros. Mfg. Co., Malad, Ida.; O. C. Baker, Ashton, Ill.; H. J. Ruckriegel, Ottawa, Ill.; Wayne Bros., Little York, Ill.; C. H. Wayne, Reynolds, Ill.; Hettinger Eq. Ex., Hettinger, N. D.; Wilson Seed Store, Ft. Madison, Ia.; Geo. D. Laing, Dixon, Ill.; Elbert Lbr. Co., Elbert, Colo.; Arlington Grain Co., Arlington, Ill.; Van Orin Farmers Elev. & Sply. Co., Van Orin, Ill.; Brown Co., Lewistown, Mont.; Monarch Elevator Co., Drayton, N. D.; Osborne-McMillan Elev. Co., Garrison, Sanish, Plaza and Van Hook, No. Dak.; H. D. Geidd, Avon, So. Dak.; C. J. Locker, George, Ia.; J. S. De Vries, Primghar, Ia.; Brown Co., Moore, Mont.

## Are You Cutting Your Electric Costs?

Electric power is no less important in the manufacture of products than the material itself. Yet it has not, until recent years, been given the proper cost consideration. The number of motors in use has, within the last 7 years, increased from 343,000 to over 766,000 in industrial plants alone.

It has been common practice to consider an electric motor, that failed to give service, as being "worn out." If it seemed to have served a reasonable length of time the first thought was to replace it with a new motor.

The more recent necessity of cutting power costs has revealed some interesting facts to electrical engineers. Motor houses that specialize on rebuilt motors have found an ever-increasing demand for motor reconstruction. Out of over 1,200,000 electric motors now in use in the States, it has been estimated that over 400,000 have been completely rebuilt. Comparative tests made in industrial plants show that a properly reconstructed motor gives service equivalent to a new motor of the same type and capacity. This is due to the fact that all wearing parts are replaceable and when replaced make it virtually a new motor. The cost of reconstruction is low enough to permit a very substantial saving in this important phase of manufacture—the power cost.

STEM RUST has been found by the U. S. Department of Agriculture to have not been spread by winds of high altitude in sufficient volume to inoculate vast areas. Aeroplanes with means for catching the spores from the air were sent up and the results showed that the amount of spores carried at high altitudes was almost negligible, and even at low altitudes they were not very numerous, so the department states that it is probable that the barberry bush is responsible for the damage done by rust.



## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

**E. B. Boyd**, agt. Western Trunk Lines, in Supplement 28 to Circular 1-P gives rules, regulations and exceptions to classifications, effective Aug. 15.

**E. B. Boyd**, agt. Western Trunk Lines, in Supplement 29 to Circular 1-P gives rules, regulations and exceptions to classifications, effective July 5.

**C. & E. I.** in Supplement 10 to 7725-C gives joint rates on grain from stations on the C. & E. I. and C. & I. C. to points in Indiana, Michigan and Ohio, effective Aug. 20.

**C. & E. I.** in Supplement 25 to 8625-B gives joint export rates on grain and grain products from stations on the C. & E. I. and C. & I. C. to points in Alabama, Florida, Louisiana and Mississippi, effective Aug. 10.

**C. & A.** in Supplement 3 to 2-H gives switching and other terminal charges, also rules governing absorption of switching, drayage and transfer charges applying on stations on the C. & A., effective Aug. 28.

**C. & E. I.** in Supplement 6 to 625 gives joint and proportional rates on grain and grain products from stations on the C. & E. I. to points in Alabama, Arkansas, Florida, Kentucky, Louisiana, Mississippi and Tennessee, effective Aug. 20.

**C. & E. I.** in Supplement 8 to 625 gives joint and proportional rates on grain and grain products from stations on the C. & E. I. to points in Alabama, Arkansas, Florida, Kentucky, Louisiana, Mississippi and Tennessee, effective Sept. 1.

**C. & E. I.** in tariff 650 gives joint and proportional rates on grain, grain products and grain by-products from stations on the C. & E. I., East Joliet, Ill. (via E. J. & E.), to points in Alabama, Florida, Louisiana and Mississippi, effective Aug. 10.

**K. G. B. & W.** in tariff 6668 gives proportional rate of 3 cents from Green Bay, New Franken, Luxemburg and Casco Junction, Wis., to Kewaunee, Wis., effective Aug. 19. The rate applies only on grain originating from beyond the cities named.

**A. T. & S. F.** in Supplement 1 to 5655-A-2 gives joint proportional rates on grain, grain products and seeds from points in Missouri, Kansas, Oklahoma, New Mexico and Texas, also Superior, Neb., to Galveston, Houston, Texas City, Beaumont, Orange and Port Arthur, Tex., effective Aug. 5.

**L. A. Lowry**, agent, in Supplement 1 to 20-M gives local and joint terminal charges, rules and regulations from or to points within the Chicago district on inbound and outbound freight, also rules governing intermediate service on freight traffic passing thru the Chicago district, effective Sept. 1.

**C. & A.** in 1596-G gives joint and proportional rates on grain and grain products from stations in Illinois on the C. & A., C. & I. M. and C. & N. W., also, Louisiana, Mo. to Key West, Fla., Mobile, Ala., New Orleans, La., Pensacola, Fla., Port Chalmette and Westwego, La., when for export, effective Aug. 18.

**C. R. I. & P.** in tariff 27537-H gives joint and proportional rates on grain, grain products, seeds, hay and broom corn from stations on the C. R. I. & P. in Illinois, Iowa, Kansas, Minnesota, Missouri and Nebraska to stations in Illinois, Indiana, Kentucky, Michigan, New York, Ohio and Pennsylvania, effective Aug. 31.

**C. R. I. & P.** in Supplement 3 to 27537-G gives joint and proportional rates on grain, grain products, seeds, hay and broom corn from stations on the C. R. I. & P. in Illinois, Iowa, Kansas, Minnesota, Missouri and Nebraska to stations in Illinois, Indiana, Kentucky, Michigan, New York, Ohio and Pennsylvania, effective Aug. 20.

**C. R. I. & P.** in 13207-J gives joint proportional rates on grain, grain products and seeds from Albright, Neb., Armourdale (Kansas City, Kan.), Atchison, Kan., Council Bluffs, Ia., Kansas City, Mo., Leavenworth, Kan., Omaha, South Omaha, Neb., and St. Joseph, Mo., to stations in Illinois, Indiana, Iowa, Michigan and Wisconsin on connecting lines, effective Aug. 25.

**C. R. I. & P.** in Supplement 6 to 19687-N gives joint and proportional rates on grain, grain products, seeds, hay and broom corn from Missouri River stations and other stations in Illinois, Iowa, Minnesota, Missouri and South Dakota on the C. R. I. & P. and C. D. & M. to Mississippi Valley points and other stations in Alabama, Arkansas, Florida, Louisiana, Mississippi and Tennessee, also to gulf ports for export, effective Aug. 20.

**C. R. I. & P.** in Supplement 4 to 28675-E gives local, joint and proportional rates on grain, grain products, broom corn, alfalfa cake and meal, linseed cake and meal and seeds from Chicago, Peoria, Rock Island, Ill.; Council Bluffs, Iowa; Kansas City, St. Joseph, St. Louis, Mo.; Minneapolis, St. Paul, Minn.; Omaha, Neb.; and stations in Colorado, Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska, Oklahoma and South Dakota to stations in Colorado, Kansas, Nebraska, New Mexico, Oklahoma and Texas, effective Aug. 20.

**C. R. I. & P.** in Supplement 4 to 10389-G gives local, joint and proportional rates on grain, grain products and seeds between St. Louis, Mo., East St. Louis, Alton, Quincy, Ill., Hannibal, Mo., and stations in Illinois, Minnesota, Missouri and South Dakota, also Armourdale (Kansas City, Kan.), Atchison and Leavenworth, Kan., also on grain and grain products from stations in Iowa, Minnesota and South Dakota to Cairo, Thebes, Ill., Evansville, Ind., and Louisville, Ky., when destined for southeastern and Carolina territories, effective Aug. 15.

**C. & E. I.** in Supplement 22 to 622-G gives local, joint and proportional rates on grain, grain products and grain by-products, also broom corn, green corn, corn cobs, cotton seed, cotton seed ashes, seeds and red top seed chaff from stations on the C. & E. I. and C. & I. C., Henderson, Owensboro, Ky., Cairo, Ill. (via M. & O.), Joliet, Ill. (via E. J. & E.), and Moline Transfer, Ill. (via C. M. & G.) to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, Pennsylvania and Wisconsin, effective Sept. 1.

**C. R. I. & P.** in Supplement 5 to 28675-E gives local, joint and proportional rates on grain, grain products, broom corn, alfalfa cake and meal, linseed cake and meal and seeds from Chicago, Peoria, Rock Island, Ill., Council Bluffs, Ia., Kansas City, St. Joseph, St. Louis, Mo., Minneapolis, St. Paul, Minn., Omaha, Neb., also stations in Colorado, Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska, Oklahoma and South Dakota to stations in Colorado, Kansas, Nebraska, New Mexico, Oklahoma and Texas, effective Sept. 1.

**C. R. I. & P.** in Supplement 5 to 10389-G gives local, joint and proportional rates on grain, grain products and seeds between St. Louis, Mo., East St. Louis, Alton, Quincy, Ill., Hannibal, Mo., and stations in Illinois, Iowa, Minnesota, Missouri and South Dakota, also Armourdale (Kansas City, Kan.), Atchison, and Leavenworth, Kan., also on grain and grain products from stations in Iowa, Minnesota and South Dakota to Cairo, Thebes, Ill., Evansville, Ind., and Louisville, Ky., when destined to southeastern and Carolina territories, effective Aug. 31.

## Supreme Court Decisions

**Grain not Deliverable unless Grading at Named Destination.**—In buyer's action to recover price paid, the corn having been rejected for quality, evidence of a sample of the corn and testimony showing its condition at Muskego was properly excluded, where under the terms of the sale contract the weights and grades were to be determined at destination, Norman. In a buyer's action to recover the price paid for corn, evidence held to show that the corn tendered by the defendant sellers was not of the quality which sellers had obligated themselves to deliver.—*Norman Milling & Grain Co. v. Bower-Venus Grain Co.* Supreme Court of Oklahoma. 207 Pac. 297.

**Governor's Power to Remove Warehouse Commissioner.**—The warehouse commissioner is entrusted by Rev. St. 1919, § 6018, with larger powers than are entrusted to other inspectors and his misconduct would more seriously affect the public welfare, so that section 5995, providing for the removal of the warehouse commissioner alone, is not special legislation prohibited by Const. art. 4, § 53, par. 32, in a case where a general statute could be adopted, but is a reasonable classification for purposes of removal. Rev. St. 1919, § 5995, authorizing the Governor to remove the warehouse commissioner after giving notice of written charges preferred against him and a public hearing thereon, is not invalid as an attempt to give the Governor judicial authority contrary to Const. art. 3.—*State ex rel. Bradshaw v. Hedrick.* Supreme Court of Missouri. 241 S. W. 402.

**Carrier Can Not Collect Freight Charges from Shipper after Negligent Failure to Collect from Buyer.**—Where goods were shipped on a bill of lading to the order of the consignor, with instructions to notify the buyer, and the B/L showed on its face that the freight charges had not been prepaid, so that they should have been collected from the buyer, the delivery of the goods to the buyer without requiring payment of the freight charges, because of the negligence of the carrier's clerk in stating in the waybill that the charges were prepaid, prevents the carrier from recovering the freight charges from the consignor after the buyer had become insolvent. Even if the negligence of the carrier delivering goods shipped under an order notify B/L to the notify party without requiring payment of the freight by the notify party as required by the B/L does not relieve the consignor of its liability for the payment of such charges, the consignor can set off against such liability its claim for damages caused by the carrier's negligence in billing the shipment as prepaid and delivering it without requiring payment of the charges.—*New York Cent. R. Co. v. Federal Sugar Refining Co.* Supreme Court of New York, Appellate Division. 194 N. Y. Supp. 467.

**Provisions of Railroad Right of Way Lease.**—A railway company leased ground on its right of way for a cotton compress, with warehouse, platform, sheds, and appurtenances, the lease providing that the compress company should indemnify the railway company "against all claims \* \* \* accruing to the compress company or to any other party against the railway company for loss or injury to said compress or warehouse or other building, or the contents thereof, or other property, which may be caused by fire or otherwise, however resulting, \* \* \* and arising by reason of the presence of said plant or the operation or maintenance thereof upon the premises of the railway company." Held, that the claims referred to were claims which might be asserted by the compress company, or its sublessees or customers, for damage by fire caused by locomotives of the railway company, and for which it was liable under the state statute, and that the words "other property" were limited in meaning to property which, like that specifically enumerated, was located or kept on the demised premises, and that the provision did not render the compress company liable for the loss of cars of other railroad companies, for which lessor was responsible, which were destroyed by a fire originating on the leased premises while standing on an adjacent track.—*Southern Ry. Co. v. Columbia Compress Co.* U. S. Circuit Court of Appeals. 280 Fed. 344.

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1132-1156 Builders Exchange Bldg.  
MINNEAPOLIS, MINN.

References: Any bank, mercantile agency, commission firm or the editor of this publication.



## Seeds

**BIRMINGHAM, ALA.**—George M. McVay, Jr., seed dealer, has filed a petition in bankruptcy. Liabilities are given at \$20,708.27 and assets at \$3,589.76.

**CHICKASHA, OKLA.**—The Oklahoma Improved Seed Co. has been organized here with capital stock of \$12,000 by R. K. Wooton, F. Hickey and L. C. Hutson.

**COLEMAN, TEX.**—The Redding Pure Seed Co. has been organized here. G. K. Redding, pres., and T. J. Allen, sec'y. The company will deal in seeds of grain, cotton, etc.

**DIETRICH, ILL.**—J. M. Schultz is enlarging his seed plant to have a capacity of 40,000 square feet, space for 50 carloads of seeds. Modern cleaning machinery will be installed.

**YUMA, ARIZ.**—Cecil D. Scott has entered the seed business on his own account, handling certified seeds of alfalfa and Bermuda grass. He was formerly with the Alfalfa Seed Co.

**MEMPHIS, TENN.**—Coyle Shea, formerly newspaper man, has engaged in the seed business. He purchased an interest in the business of Otto Schwill & Co. and has been elected sec'y of that company.

**NEW YORK, N. Y.**—We have been appointed exclusive agents for the United States of R. Giesemann Sons Nachf., Hamburg, Germany, and Wm. E. Busgers & Co., Arnhem, Holland. —Hershey Trading Co., Inc.

**WINNIPEG, MAN.** July 30.—Flax acreage in the prairie provinces of Manitoba, Saskatchewan and Alberta this year is estimated at three times that of last year by the government, with prospects of a good yield.

**TOLEDO, OHIO.**—Starting August 1, the price of seed bags will be 37c for Starks or like quality, 35c for Boott or like quality and 33c for Amoskeag or like quality. Price of damaged bags to be fixed by the inspector.—A. Cassaway, sec'y Produce Exchange.

**FLORA, ILL.**—The plant of the Flora Seed & Milling Co. burned July 26. Fire started in nearby cider mill and communicated to the seed company's plant. Some seeds and other stores were saved, but the machinery and buildings are damaged. The plant was injured.

**TOLEDO, O.**—Clover ruled very weak this week. About a dollar lower and over two dollars down from the high point. The futures all under the ten dollar mark. Excellent clover prospects brought out liberal selling orders. Weather has been made to order for clover up to the present time. Many leading firms liquidated their holdings and stop loss orders were encountered, adding to the weakness. All in all it was a week of slipping seed prices. Shorts were the principal buyers on

### Receipts and Shipments of Seeds.

Receipts and shipments of seeds at the various markets during July, compared with July, 1921, were as follows:

FLAXSEED.		Shipments	
Receipts—		1922.	1921.
Chicago, bus. ....	106,000	124,000	
Albion, bus. ....	80,678	572,494	165,191
New York, bus. ....	538,500		932,315
Illwaukee, bus. ....	45,810	69,000	9,572
Minneapolis, bus. ....	154,000	343,000	51,210
St. William, bus. ....	193,612	506,659	204,418
Winnipeg ....	242,000		336,575
CLOVER.			
Chicago, lbs. ....	77,000	84,000	133,000
New York, bags ....			202
Illwaukee, lbs. ....	9,912	8,650	178,983
Albion, bags ....	102		196,495
Chicago, lbs. ....			126
Albion, bags ....			690
TIMOTHY.			
Chicago, lbs. ....	119,000	579,000	423,000
New York, bags ....			1,001,000
Illwaukee, lbs. ....		60,000	212
Albion, bags ....	12	36	448,144
Chicago, lbs. ....	823,000	361,000	1,827
Albion, bags ....	349	117	1,781
OTHER GRASS SEEDS.			
Chicago, lbs. ....	823,000	361,000	190,000
Albion, bags ....	349	117	230
KAFIR AND MILO.			
Denver, cars ....	1	20	30
Kansas City, bus. ....	149,690	234,300	173,000
St. Louis, bus. ....	6,000		335,000
St. Louis, bus. ....			6,000

scale down. Also some fresh investment buying. Trade was active. Advances appear to bring out increased pressure.—Southworth & Co.

**MINNEAPOLIS, MINN.**—We hesitate to repeat the first serious damage report we have on the growing flax crop, and will say the author of the letter is a traveling grain man for one of our best firms, and has had many years experience. This letter was written Aug. 3rd between Fargo and Devils Lake, North Dakota. That section has had no rain since and Montana is in no better condition. The weather is extremely hot, and the soil conditions in east half of the state very dry. Flax is suffering a severe damage. The early flax is prematurely suffering badly—late flax simply wilting down. Examined number of fields and feel sure they are hurt 25 per cent. If rain and cool weather does not come soon, the crop is hurt bad. Late flax will not make anything at all." We have no complaints from Minnesota and very few from South Dakota; in fact, reports are generally favorable. The Government report to be issued Aug. 8th will give conditions of Aug. 1st and we are expecting conditions August 1st to show improvement over July 1st.—Archer-Daneis Landseed Co.

**TOLEDO, O.**—Clover seed market has enjoyed a big trade the past week. Weather conditions ideal and bears became more aggressive. All futures touched new lows on the crop, but some scattered short covering caused a slight rally. Break this week has attracted some good investment buying. A few scattered longs sold out this week, but the majority appear stubborn and feel higher prices will come later. Interior dealers have sold futures this week indicating that they feel the crop will be large. Foreign advices are somewhat bullish, but very little foreign buying of futures has been noted. If Congress passes the tariff bill carrying an import duty of four cents a pound on red clover it might stimulate buying by eastern houses. Imported seed has

been a big factor inasmuch as it has filled up the eastern demand and forced western dealers to find other outlets. Alsike has ruled lower this week. Demand poor. Canada has been a fair seller while local cash houses absorbed the offerings. Low grade alsike is practically unsalable. Country dealers must be very careful in buying. Send us your samples and we will gladly advise you grade and probable value. Timothy market very dull. Speculative open interest is the smallest in years. Any volume of hedging sales would probably cause sharply lower prices. Local stocks are estimated at 15 to 20,000 bags. Official figures will be published September 1st.—C. A. King & Co.

### Insuring Grain Shipments.

[Continued from page 213.]

is charged, regardless of whether it takes the car a week, or a month or a year to arrive at its destination. The contract is issued at a deposit premium of \$50 and on the tenth day of each month, the assured furnishes the underwriter with a report showing the number of cars covered for the preceding month, even simpler than the "floater" fire policy of the Mutuals on grain in the elevator.

This report is very simple, as the "red tape report" which most companies require is not necessary. Most companies require the assured to furnish them in some cases with a daily report, and in some a weekly report, and each car must be itemized, giving the car number, the value, the point of origin and the point of destination, etc.

The purpose mainly of this contract is to protect the assured for the loss that the railroad company is not liable for. Most of the other styles of contracts issued are very much more expensive, in fact the cost is six or seven times as great, and they in turn only give protection against, in addition to this contract, a few perils for which the railroad company is liable, and the assured is paying to these companies for something that they are doubly protected on, while if the railroad company is liable for a certain peril, they are as able to pay the assured the loss, as any insurance company, because financially they are just as strong, if not stronger, and the claim department that they maintain is as large, if not larger, than any that the insurance companies maintain. When these insurance companies pay the assured the loss, they receive subrogation against the railroad company and collect the loss back from them.

There is nothing to recommend the purchase of the more expensive type of contract as grain dealer and the grain shipper are going to a tremendous expense to keep it up, and for the reasons explained, he is wasting his money, because the protection for the additional perils is assumed by both the railroad company and the insurance company.

In the special grain contract, neither the assured nor the company can cancel same until after ninety days have elapsed from the date of issuance. In case conditions get worse or no better than they are at present, it is to the interest of the assured that the company cannot cancel the insurance. Most of the other companies can cancel their contract as also can the assured, by giving a five day notice and one can rest assured, if serious trouble should come, involving loss after loss on the railroad, the companies would cancel these policies and get off the risk, and the assured at that time could not purchase insurance at the same cost and they might find they could not get it at all.

The premiums on the reports figured at 20c per car are applied against the deposit premium and the assured is not required to pay an additional premium for these reports until the \$50 deposit premium has been exhausted.

In the event at the end of ninety days after a contract is issued, the reports received for that time do not exhaust the deposit premium, it is refundable, and the return premium is given in the customary manner.

## ELLIS DRIERS



When we first advocated continuous feed in grain driers there was a big argument on every job. Our competitors in many cases dominated the situation and charge feed was the result. But a good thing will not down. Today the continuous feed grain drier is everywhere in demand and is recognized as the proper way to dry grain.

The Ellis Drier, owing to its unit construction, is the ideal continuous feed drier, and it possesses so many apparent advantages that it leaves but one choosing—purchase an ELLIS.



### THE ELLIS DRIER CO.

Roosevelt Road and Talman Ave.  
CHICAGO, U. S. A.



## Radiographs

CLEARBROOK, MINN.—The Farmers Co-op. Produce Ass'n has installed a radiophone in its office.

BRAINARD, NEB.—A radio outfit has been installed by the Nye-Schneider-Jenks Co. at its plant here, and the company was successful in catching messages the very first trial.

GRAIN dealers who are experiencing trouble in receiving market quotations by radio may get quick relief by communicating with our Radio Editor.

LINDSAY, NEB.—Radio outfits are being installed by both the Nye-Schneider-Jenks Co. and the Farmers Elevator Co. in their respective offices. Manager Wacter of the Farmers Elevator Co. states they are putting in the outfit as a money saver, as the reports they will receive now free of charge, formerly cost them \$12 per month when received by telegraph.

The Radio Rules in circular 62 issued by the Bureau of Standards were put out for field test. The rules will not be adopted until March, 1923, therefore the regulations which are being applied to radio systems at present are those contained in circular 62 of the Bureau of Standards, writes William S. Boyd, electrical inspector for the Western Insurance Union.

VIOLATORS of radio laws are being checked up by Inspector Beane, who has offices in Chicago. He has a direction finder with which he can locate the operator who is either unlicensed or who has exceeded his wave length. In addition to the loop aerial, which serves as a finder, a dicrometer is used to obtain radio measurements, such as wave lengths, decrements as to pure waves and sharp waves, capacity and inductance. Mr. Beane is also an experimenter in radio, having constructed a set with which he uses a loop aerial and with which he can cover his entire district, even the remotest station in Colorado.

THE POST OFFICE Department of the government is effecting considerable saving over the former telegraphic service by the use of radio in conjunction with its work. Included among the purposes for which radio is now used by the department is the maintaining of immediate contact with the progress of air mail across the country, the issuing of administrative orders and the receipt of requisitions for supplies and of reports on the condition of mail transportation. In addition the government broadcasts weather reports and daily market reports. The Washington station alone handles 1,000 messages a month and other stations have even heavier traffic, at an estimated cost of less than one-eighth cent per word.

ENGLAND is being districted and a manufacturer in each district is to be licensed to turn out radio receivers. He will lease them or sell with some form of agreements to pay for service, says Warren Bishop in *Nations Business*. In that way he will have an object in providing a permanent supply of news and amusement thru the air. It may be possible for an amateur to "bootleg" his music and his cricket or football scores, but at least he will be an outlaw, and if traced he may be put out of business. Here we have gone at it one-sidedly. We permitted unlicensed receiving, and we were slow to awaken to the need of licensing the sending. As we now know it, the availability of the air for sending is limited—and how the available ether and the available time shall be allotted are still moot questions. The problem that confronts broadcasting still stands: Who shall provide service and how shall he be paid for it?

CONTRACTS in Buenos Aires can now be made for a quantity of 100 tons of wheat, maize or oats. A resolution adopted by the board of directors of the Buenos Aires futures market, states that, effective June 29, each 100 tons of wheat, maize and oats will be considered a separate contract.

## Insurance Notes.

NEW ORLEANS, LA.—The Dock Board has announced that explosion insurance will be included in the regular storage handling charges beginning Aug. 1.

DES MOINES, IA.—Explosion insurance has been added to the risks taken by the Western Grain Dealers Mutual Fire Ins. Co., and for a very slight additional cost explosion insurance will be included in its policies covering fire and lightning. Explosion insurance will not be written separately.

DES MOINES, IA.—Having experienced losses of more than \$25,000 due to lightning during the past 4 years the Western Grain Dealers Fire Ins. Co. is urging policyholders to protect their houses by rods or grounding the metal roofs and sides. To encourage the use of properly installed copper cable rods, which costs \$50 to \$75, this company allows a credit on the insurance rate that will soon cover the cost.

REPORTS submitted at a conference of the Committee for National Fire Protection show that dust explosions and fires have not been reduced by the passing of the wooden grain elevator. The meeting was held at the Hotel Statler, Buffalo, N. Y., the week of July 29, and plans were made whereby experts will be employed to make plans for the removal of dust from various plants and experiments will be made in plants where explosions are liable to occur.

AS AN ENTERING WEDGE for compulsory state insurance the Fitzgerald bill is being urged in Congress to serve as a model for the states. The bill provides for a monopoly of insurance and authorizes one commission to make rates and collect premiums, with no check on its decisions. It is an encroachment by government on private business and is opposed by the Chamber of Commerce of the United States. While not opposing the principle of workmen's compensation insurance, grain dealers and merchants should indicate to their congressmen that they are opposed to the Fitzgerald bill as an encroachment on private business.

LIGHTNING struck the peak of the cupola, tore a small hole in the roof and loosened some of the siding, passed down the chain leg to the ground and did no further damage except to loosen some of the elevator legging. The fire was put out by the townspeople who did very good work. The manager and secretary then watched the property for two nights. Fire broke out several times from the dust underneath the elevator, the last one some twelve hours after the house was struck. Think of that—twelve hours after. If your house is struck don't think you are safe just because it doesn't burn down at once. Keep your eyes open for twenty-four hours at least.—*Our Paper*.

BALTIMORE, MD.—The salvage grain in the burned elevators of the B. & O. R. R. has been sold to the Brainard Commission Co., of New York, at private sale, at a nominal sum in consideration of an agreement to clean up the premises. This is the same company that bot too freely of the salvage grain from the burned Northwestern Elevator at Chicago, in view of

the subsequent decline in the market price of corn. The grain was viewed by Gerald Martin of Minneapolis; Claude E. Metzler, of Chicago, and Chas. R. Lull, of Milwaukee, but they put in no bids. The grain is a total loss, over two-thirds in the water, and about one-third badly burned on the docks. It is being handled thru the Hess Drier. Elevator B contained 75,133 bus. wheat, 266,087 bus. corn, 17,764 bus. oats, and 109,296 bus. rye; Elevator C, 34,061 bus. wheat, 483,213 bus. corn, 91,806 bus. oats and 22,297 bus. rye. C. E. Fox of the Chicago Grain & Salvage Co., who also inspected the pile, describes it as a bad mess, hot and wet, and that it is worth a couple of hundred thousand dollars to clear it away.

CONSUMPTION of wheat in the United States is placed at 4.7 bus. per capita per year by Julius H. Barnes.

## The Tri-State Mutual Grain Dealers' Fire Ins. Co.

The annual meeting of the Tri-State Mutual Grain Dealers Fire Ins. Co. was held in Luverne, Minn., last month.

The Board of Directors met immediately preceding the policyholders' meeting and accepted the report of the Auditing Committee.

The Secretary's report was read and after discussion was accepted and the dividend was placed at 50%. The report of the Secretary was read in part as follows:

I hereby submit to you the financial statement for the fiscal year ending July 1, 1922. We find our gross fire losses to be \$31,358.46, and after deducting \$14,320.14, the amount received for reinsurance, the net fire losses for the year amount to \$17,038.32. For the previous fiscal year the net fire losses were \$12,734.79, an increase of \$4,303.53. We had 28 fires, the smallest was \$2.10 and the largest \$15,993.00, protected by reinsurance amounting to \$12,970.00, leaving a net loss of \$3,023.00, which represents the largest net amount paid for a single loss during the past year, compared with \$2,347.00 for the previous year.

On Jan. 1, 1917, we had \$3,076,000.00 insurance in force, and on Jan. 1, 1922, \$5,009,000.00, a gain of nearly \$2,000,000.00 of insurance in force. Our ledger assets Jan. 1, 1917, were \$56,819.00, and on Jan. 1, 1922, \$96,445.00, a gain of nearly 80%. Our fire losses for 1917 were \$21,093.00 and for 1921 \$12,973, a reduction of nearly 40 per cent. The average fire loss for five years was \$13,332.00.

During the past year we completed the readjustment of our Basis Rates and in nearly every adjustment the Basis Rate has been lowered from 15 to 40 cents per hundred and our 50 per cent dividend has been paid to every policyholder upon the expiration of the policy.

We began writing tornado insurance a year ago and the tornado losses for the fiscal year ending July 1, 1922, are \$58.62. The company is also now writing fire and tornado insurance on the residence property of the grain dealer.

The Directors' meeting adjourned and the policyholders' meeting was called to order by the President, E. A. Brown. Mr. E. A. Betts of Mitchell, S. Dak., was elected a Director to fill out the unexpired term of his father, A. H. Betts, deceased.

The following Directors were re-elected for a term of three years: H. S. Greig, Estherville, Iowa; W. J. Shanard, Bridgewater, S. Dak., and W. V. Willey, Sibley, Iowa.

The new Board of Directors met immediately following the policyholders' meeting and re-elected the same officers for the coming year.

## Fire Barrels That Will Not Freeze at 55° Below Zero



Our 50 gallon Metal Fire Barrels will save you any worry. Complete with 3 buckets hung on hooks and submerged in anti-freeze solution ready for instant use.

Write for full particulars to

**CARBONDALE CALCIUM COMPANY**  
CARBONDALE, PENN.







FIRE like a flaming arrow finds its mark in mill and elevator property that is unprotected. Care should be taken in removing fire hazards and insuring against fire loss.

## HARTFORD



Mill and Elevator  
Underwriters and  
Engineers

will provide you with sound insurance in the Hartford Fire Insurance Company which will pay for loss caused by fire. In addition these Hartford experts will co-operate with you to reduce the danger of fire in your mill or elevator.

For safety—get Hartford Mill and Elevator Service.

*Call on or write*

## Hartford Fire Insurance Co.

Mill and Elevator Department  
H. W. Donnan, Supt.

39 So. La Salle St.

Chicago, Ill.

## A sudden increase in Fires from Hot Bearings

reported to

### The Mill Mutual Fire Insurance Companies

means

- that shafting is not being kept in line,
- that bearings are not being rebabbitted,
- that oiling is being neglected, or
- that a poor grade of oil is being used.

Fires are expensive, repairs and maintenance are comparatively inexpensive.

Mutual Fire Prevention Bureau

230 East Ohio Street

Chicago, Ill.

## Tri-State Mutual Grain Dealers' Fire Insurance Company LIVERNE, MINN.

Average return for 20 years, 50% of the Deposit Premium.  
Provisional and Short Term Grain Insurance.

We write Tornado Insurance.

E. H. Moreland, Secretary

## HOW MUCH INSURANCE DID YOU HAVE?

Should you have a fire, every man in town will ask you that question. And if you stand to lose \$5,000 out of your own pocket, you will probably lose as well some of your reputation as a conservative business man.

Grain is worth 100 cents on the dollar. Protect it on that basis. You can afford to do so at the cost we make.

C. R. McCOTTER  
Western Manager  
Omaha, Nebraska



C. A. McCOTTER  
Secretary  
Indianapolis, Ind.

WRITE — WIRE — PHONE — OR CALL

## Western Grain Dealers Mutual Fire Insurance Company

DES MOINES, IOWA

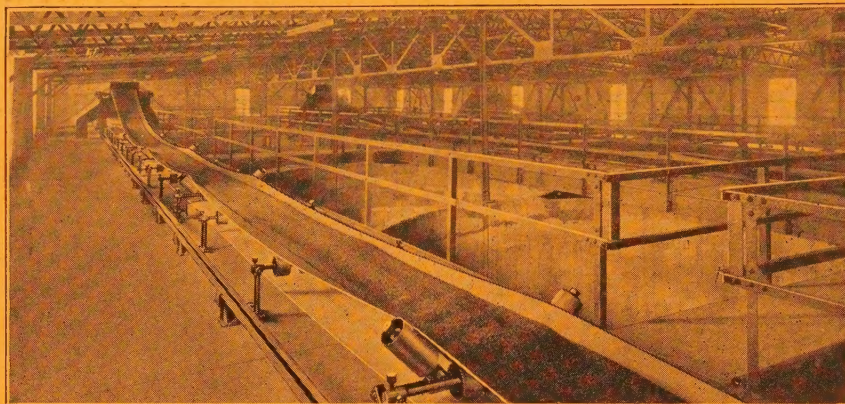
J. A. KING, President Geo. A. WELLS, Secretary  
A Legal Reserve Mutual Fire Insurance Company





MEETS SEVEREST  
CONDITIONS  
BECAUSE  
QUALITY  
IS BUILT INTO IT

## WELLER EQUIPMENT



### WE DESIGN AND MAKE

APRON CONVEYORS  
BELT CONVEYORS  
DRAG CONVEYORS  
MIXING CONVEYORS  
SPIRAL CONVEYORS

BUCKET ELEVATORS  
ELEVATOR BUCKETS  
ELEVATOR BOOTS  
ELEVATOR CASINGS  
ELEVATOR HEADS

POWER SHOVELS  
GRAIN CLEANERS  
GRAIN DRIERS  
TRUCK DUMPS  
TRACK HOPPERS

ONE MAN ELEVATORS  
CHAIN  
SPROCKETS  
CAR PULLERS  
SHEET METAL WORK

POWER TRANSMITTING MACHINERY, ETC.



### SAVES \$340

A YEAR  
HANDLING COAL WITH

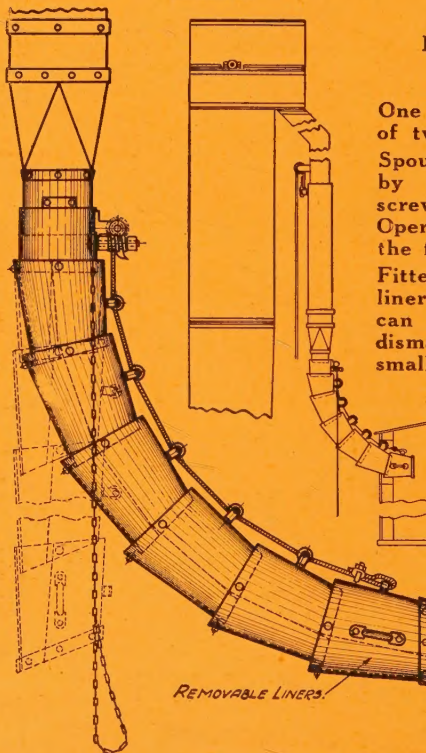
### Weller Equipment

M. J. CAHILL & CO.,  
BOSTON, MASS.,  
SAYS:

"Our Weller Bucket Elevator has proved the finest possible system for handling our coal. With this equipment we unload a 50-ton car in less than two hours. Formerly we used a portable elevator. This method necessitated loading our wagons by hand. Now they are loaded by gravity. The Weller equipment causes no breakage of coal and has been satisfactory in every way."

IF INTERESTED IN  
COAL HANDLING  
WRITE US

ADJUSTABLE FLEXIBLE SPOUT.  
PATENTED.



### ADJUSTABLE FLEXIBLE SPOUT

(Patented)

### SAVES

LABOR—TIME—  
TROUBLE

One man does the work of two.

Spout is raised or lowered by means of a special screw gear chain hoist. Operator is free to direct the flow of grain.

Fitted with removable liner which, when worn, can be replaced without dismantling spout and at small expense.

WE ALSO  
MAKE  
STANDARD  
FLEXIBLE  
SPOUTS  
WITH OR  
WITHOUT  
REMOV-  
ABLE  
LINERS

WRITE  
FOR  
PRICES

## WELLER MFG. CO. CHICAGO

SALES OFFICES

NEW YORK BOSTON BALTIMORE CLEVELAND PITTSBURGH SAN FRANCISCO SALT LAKE CITY